A SHORT STATE OF THE PROGRESS OF THE *French* TRADE AND NAVIGATION:

WHEREIN IS SHEWN

The great Foundation that *France* has laid, by dint of COMMERCE, to increase her maritime Strength to a Pitch equal, if not superior, to that of *Great-Britain*, unless timely how checked by the Wisdom of His MAJESTY's Councils.

HUMBLY INSCRIBED

To His Royal Highness

William Duke *of Cumberland*.

By MALACHY POSTLETHWAYT, *Esq*;

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PREFACE.

A Perſon of Diſtinction, who does me the honour to peruſe my Dictionary of Commerce, obſerving to me; that as he thought I had ſet in a true light the trade of France, their ſyſtem of commercial policy, and the height to which they muſt, in conſequence thereof, neceſſarily arrive in maritime power, if not ſoon effectually checked by Great-Britain; ſo he judged, it might be of public ſervice, at this juncture, to throw out a ſhort pamphlet, giving a ſummary of what I had ſaid upon theſe points in the great work. I urged the inſufficiency of any ſuch ſhort paper to anſwer the end propoſed, but was over-ruled; and muſt refer thoſe to the Dictionary

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who would be more ſatisfactorily informed upon this important ſubject. Giving a general account of the trade of France, is to little purpoſe; we muſt deſcend to ſomething of a detail, it being impoſſible to form any idea thereof by general declamation; or to make any judgment of the great foundation that nation has really laid for the increaſe of her MARITIME FORCE. This, I hope, will obviate any diſtaſte againſt being ſo particular in the following papers, which are ſubmitted, not to raiſe falſe alarms, but to put the nation on it's guard, let either peace or war take place.

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Of the FRENCH TRADE and NAVIGATION, &c.

MANY, I fear, entertaining too mean and contemptible an opinion of the commerce and navigation of France; and in conſequence thereof too deſpicable an idea of their mercantile ſhipping, the number of their ſeamen, and therefore of the ſtrength of their royal navies, and of thoſe other ſhips of war, which they may be able to fit out in caſe of an open rupture; I have judged it ſeaſonable to undeceive thoſe who may think ſo, leſt our being lulled aſleep with the weakneſs of the enemy, and our own omnipotency, when compared to their power, might be attended with conſequences not eaſily retrievable. This I ſhall do with what brevity the matter will admit of, referring for a more ample ſtate of the caſe to my Univerſal Dictionary, as diſperſed throughout the ſame.

The productions of France, as they are the ſubjects of trade, are,

I. Wines of Champaigne, Burgundy, Bourdeaux, Rochelle, Nants, and other places on the Loire.

II. The produce of the wines, brandy of Bourdeaux, Nants, and Rochelle, vinegar, lees of wine, &c.

III. Fruit, ſuch as prunes and prunelloes, dried grapes, pears and apples in Normandy, oranges and olives in Languedoc and Provence.

IV. Corn, ſalt, i. e. bay-ſalt, hemp, flax, ſilk, roſin, oil, cork.

V. Kid-ſkins in abundance, perfumes, extracted oils, drugs, and chemical preparations, which are a produce rather than a manufacture, the growth being of their own.

VI. They have alſo minerals and metals of divers kinds, and are daily diſcovering others; and they are become great artiſts in the ſmelting and refining them, and perform thoſe operations to as great perfection as any other country.

The manufactures of France are,

I. Silks, as luſtrings, alamodes, ſarcenets, broad flowered and brocaded ſilks, and velvets.

II. Woollen manufactures, in imitation of thoſe of England, which are chiefly carried on in Normandy, Poictou, Languedoc, Provence, Guienne, &c.

III. Linnen, ſuch as Normandy canvas, ſail-cloth, at Vitry and other places; doulaſſes at Morlaix, and fine linnens and lace in the inland provinces.

IV. Paper of all ſorts.

V. Tapeſtry, which they make very rich and fine in Picardy and near Paris.

VI. Soap, which they chiefly make in Provence, and which is ſo conſiderable an article, that, when their crop of oils fail, they fetch a prodigious quantity from the Levant, to ſupply the ſoap-makers.

France being extenſive in territory in Europe, and exceeding populous, they muſt neceſſarily drive

drive a very great inland trade among themſelves: and, as they have many large navigable rivers, their home trade is carried on with great eaſe, and much leſs expence than is done in England.

The home trade of France is their coaſting trade by ſea, in order to bring the product of the ſouth parts of France to thoſe of the north, for the ſupply of the great city of Paris, and of all the northern provinces: and this, indeed, is a very conſiderable, as well as material part of their trade; and, next to the coal trade of England, is, perhaps, the greateſt article of it's kind in Europe; and employs more ſhips and more people. This breeds ſeamen.

France being exceeding populous, as well as a far extended country, and the people univerſally eating much bread with all their food, the quantity of corn produced in France, in a plentiful year, muſt be extremely great, and they occaſionally ſupply Germany, Switzerland, Geneva, and ſeveral other parts with corn.

The numerous trading cities on the Seine, the Marne, the Aiſne, the Loire, the Oyſe, the Yonne, the canals of Briarie and Orleans, have an immediate communication by water with the city of Paris, and many of them with the ſea.

The inland navigation of France, thus centering at Paris, for ſo great a part of France, neceſſarily cauſes a conflux, as well of people as of trade, in the capital city. And what by ſea, and what by theſe rivers, the remoteſt part of France has a conveyance for their product to the capital city, upon eaſy terms: and there is ſcarce any ſuch thing as ſettled weekly or daily carriers for merchandizes by land, as is the caſe in England, at a prodigious expence.

The French coaſt on the Mediterranean begins oppoſite to Perpignan, which is the firſt city, on

that ſide, under the French government; and the firſt port in France, on this ſide, is port Vendre.

PERPIGNAN is a frontier of Rouſſillon by land, and of importance, in caſe of a war againſt Spain: on which account the French have made it very ſtrong.

The ſea on the coaſt of Rouſſillon to Montpellier is called the gulph of Narbonne. The city of NARBONNE is famous for the finiſhing that great work of a navigation between the two ſeas, in joining the Cantabrian and the Mediterranean ſeas together, by a royal canal, which is of unſpeakable benefit to their commerce.

Between the river Aude and the mouth of the Rhoſne, there lies a lake 30 miles long, and from 3 to 5 broad.

In the middle of this lake there is an opening into the ſea, which makes a very good port, called CETTE. Here ſhips of burden may come in: and, the royal canal being carried on from Narbonne to Agde, the merchandize, which is brought from Italy to be ſent by the canal to Bourdeaux, is generally landed at Cette; and thence carried, by the ſaid lake, to Agde, and put on board the barges for the canal.

Between Cette and Marſeilles, the great river Rhoſne empties itſelf into the ſea. The fame of Marſeilles for commerce is well known all over the world. It is the only trading city of note in the South of France: the harbour is ſpacious and good, and receives the largeſt ſhips, though ſometimes the biggeſt are obliged to lighten their loading a little before they come in. The whole Italian and Turkey trade of France is carried on here.

They have alſo a conſiderable trade to Venice, to Genoa, to Leghorn, to Naples, and Sicily; and they have conſuls at almoſt all the iſlands

and ports in the Mediterranean [See the article CONSULS in the Dictionary].

TOULON, ſituate on a bay of the Mediterranean ſea, 25 miles S. E. of Marſeilles. It has the moſt ſecure and capacious harbour of any port in France; here the largeſt ſhips of the royal navy of France are built and ſtationed, and here vaſt magazines of all manner of naval ſtores and timber for ſhipping are repoſited. Here likewiſe are the fineſt docks and yards, for the fitting out and furniſhing ſhips of war, in the whole world perhaps. In Toulon there are academies for the marine guards, where they are taught navigation; and there is a royal foundery for cannon and mortars, with all manner of utenſils for cannoneers and bombardeers. They had in the harbour of Toulon, when the confederates laid ſiege to it, in 1707, 16 firſt rate men of war, 8 ſecond rates, 24 third rates, and 6 fourth rates.

The iſles of HIERES lie off the coaſt, under the weſt part of which there is a good road for the largeſt ſhips; and where the Engliſh fleet lay many months, anno 1744, and blocked up the French and Spaniſh fleets in the harbour of Toulon; and, on their quitting that harbour, the combined fleets were engaged by Admiral Matthews, before whom they fled to the coaſt of Spain, and would have been deſtroyed, if he had not been deſerted by one of the Engliſh admirals, and ſeveral of his captains.

The river RHOSNE begins to be navigable, for ſmall veſſels and barges, a little below Sion, and, 20 miles farther, enters the great lake near Chillon: it is the greateſt inland ſea, or lake, in this part of Europe.

GENEVA is the firſt city of note upon it. There is a great inland commerce here; for, as it lies in the middle, between the cantons and the country

of

of Piedmont, it is the center of trade between all thoſe countries and France.

Many rivers fall into the Rhoſne, but the only navigable ſtream is the Dain.

Lyons ſtands at the confluence of the Soan and the Rhoſne.

The Soan, in it's courſe, paſſes through ſome of the moſt conſiderable cities of the eaſt parts of France, as particularly,

Pont ſur Soan, Gray, Auſſone, St Jean de Lioſne, where it receives the Ouche from Dijon in Burgundy; Verdun, where it takes in the Doux from Dole and Benençon; Challons, Meſcon, Balle Ville, Ville Franche, Lyons.

At Lyons, there are three large ſtone bridges over the Soan, and one ſtately bridge over the Rhoſne, after the other is joined. This city is eſteemed the ſecond in France. It has innumerable advantages, by it's ſituation, for people and commerce.

1. As it is on the great paſs, or high road from France into Switzerland, into Lombardy, and into Italy. 2. As, by ſo many navigable rivers, it brings, as to a center, all the commerce of Burgundy, French Comte, Geneva, and the Swiſs cantons. 3. As, by the river Rhoſne, it maintains a communication with the ſea, by which it receives it's ſupply of ſilk, and exports again it's proper manufactures to all parts of the world. 4. As it has a very populous country round it, and, at leaſt, 200,000 people in it. 5. As, by this means, it carries on one of the greateſt manufactures in France; and is the center of the like manufacture, in all the adjacent country, viz. Dauphiné, Languedoc, Rovergne, Breſſe, Lyonnois, and Savoy.

In the city of Lyons, there are ſome things peculiar to it's commerce, and by which it is not a

little

little aided, and which no other city in France poſſeſſes equal to this. As, 1. A bank. 2. A couſe of exchange. 3. A court-merchant.

The courſe of exchange, eſtabliſhed here, is as univerſal as that of Amſterdam, and affords extraordinary eaſe and convenience, with regard to the negociation of money, by bills, throughout Europe; which is of the laſt conſequence to the general commerce of this nation. See the article EXCHANGE in the Dictionary, and thoſe others to which I from thence refer.

With regard to thc COURT-MERCHANT, it ſtill remains, and is an eſtabliſhment extremely wanted in many other parts of the world, to decide, ſummarily, all controverſies among traders in reſpect to their traffic.

From Lyons, the Rhoſne paſſes to Vienne, the capital of Provence, part of Dauphiné. It ſtands at the influx of the ſmall river Gere. Here are large manufactures of paper, iron and ſteel.

VALENCE is the next city on the Rhoſne, which has no trade of ſignificancy. From hence the Rhoſne paſſes on to AVIGNON, which is a very populous city, and enjoys a conſiderable trade, by the manufacture of ſilk, wherein the people are very profitably employed.

Below this city, the Rhoſne is augmented by the river DURANCE, which brings with it all the waters of Dauphiné, and the north part of Provence.

In paſſing towards the Rhoſne, the Durance almoſt ſees AIX, the capital of Provence, which, as it has no great commerce, I paſs on to the Rhoſne, that haſtens to the ſea, paſſing by between two oppoſite ſmall cities, called Terreſcon and Beaucaire.

At BEAUCAIRE, on the Languedoc ſide, there is an extraordinary mart held every year, being the

the greateſt in all the ſouth parts of France, and, particularly, for the vaſt quantity of ſilk ſold here, as well raw, which is the product of the country within theſe 30 years, as alſo for thrown ſilk from Italy; and likewiſe for great quantities of woollen manufactures, made in the adjacent countries, and ſome foreign brought hither to be ſold.

Of the coaſt of France, from Dunkirk to St Malo's, and from thence to St Sebaſtian.

DUNKIRK was once the moſt formidable place for ſtrength, and terrible to all Europe; but it's fortifications were deſtroyed by the treaty of Utrecht, but are at preſent repairing. Nothing ſupports this town at preſent but it's being a free port, and the neighbourhood of the city of Liſle; which laſt being a rich and great city, and for it's wealth and number of people, called little Paris, has no other port but that of Dunkirk to carry on their trade at.

CALAIS is the eaſtermoſt town of the antient kingdom of France. This port, not being capable of receiving ſhips of burthen, has little trade, unleſs in the ſmuggling way by ſmall craft.

BOULOGNE is a large town, and ſtands on the ſea-ſhore; but, as the river is ſmall, it is no port of any conſequence. It lies in a large bay, bearing it's own name. The channel is here 30 miles over, reckoning from about Romney in Kent to the bottom of the bay of Boulogne.

There are ſome merchants here, and it is particularly eminent for the manufacturing trade, but highly injurious to Great-Britain for one article of it; the bringing of Engliſh wool over from Romney-marſh in Kent; a trade, which the French find ſo much their account in, that they have long experienced it to be their intereſt to give great

encouragement

encouragement to the Engliſh ſmugglers; and all the vigilance of the government, which has been remarkably ſevere upon this occaſion during the preſent adminiſtration, has not been able to put a ſtop to it, though it is greatly checked within theſe few years.

The river Soam is the principal river of the province of PICARDY; and running through ſeveral conſiderable cities and towns on the frontiers of this province, ſuch as Amiens, Monſtrevil, and Abbeville, empties itſelf into the Britiſh channel at St Vallery.

The ſmuggling wool trade from England hither, being carried on at the mouth of the Soam, and from thence to Dieppe, has occaſioned ſeveral conſiderable manufactories of WOOL to be erected in Picardy and Normandy, particularly at Amiens in the former, and at Rouen for the latter, in imitation of the Engliſh manufactures: nor have they the advantage of the Engliſh wool only, but it is obſervable, that they have conſtantly many Engliſh workmen among them; eſpecially ſuch as we call in England maſter-manufacturers; and theſe being brought over from England by the influence of extraordinary rewards and encouragements, have brought the French to a proficiency in the woollen manufactory, that may in time prove the ruin of the like trade of this kingdom, from it's greater cheapneſs.

DIEPPE is a fine town, 'tis the beſt for trade next to Dunkirk on this part of the French coaſt: they have in particular a conſiderable trade to Newfoundland, and to the French ſettlements in North America. Their ſhips often unlade at Havre in the Seine, for the convenience of ſending their cargoes up the river to Rouen and Paris. However, when they are unladen, they come with more eaſe into the haven of Dieppe to lay up,

where they have water enough when they are in, and are laid ſafe. The ſeamen of Dieppe are accounted the beſt ſailors in France.

TROYES is a large and populous city. All this part of the country is remarkable for the beſt wines in France, namely, Champaigne and Burgundy, &c. The city of Troyes is alſo particularly inriched by the LINNEN MANUFACTURE.

The navigation of the SEINE is joined with that of the Loire, by two large canals made by art at a great expence, the one called the canal of the Orleans, the other that of Briare; by which a communication is made with all the chief cities upon the Loire, and with the metropolis, Paris, to the great benefit of the commerce of Paris in particular, as well as that of the whole country in general. By this navigation the wines of Bretagne and Burgundy, the brandies of Anjou and Poictou, the imports of Nantes and Rochelle, with all the manufactures of Saumur, Angers, Tours, Blois, Orleans, and other great towns and provinces on that ſide the country, are conveyed to Paris by water-carriages at an EASY EXPENCE.

Beſides the city of Paris, to which the navigation is eaſy, by reaſon of the tide running ſo great a part of the way, the famous city of Rouen, lies on the northern bank of this river.

ROUEN, being the ſea-port to Paris, becomes of courſe a great, rich, and flouriſhing city. The trade of Rouen is extraordinary, as it lies midway between Paris and the ſea. It's trade conſiſts of divers branches, in reſpect both to it's foreign as well as home parts, eſpecially in the linnen and woollen manufactures, and in the latter more eminently; which are here carried on with great induſtry and ſpirit, in imitation of the ENGLISH, and by the means of ENGLISH WOOL, as before obſerved.

HAVRE

HAVRE DE GRACE ſtands at the mouth of the Seine; it is the port to the city of Rouen, as Rouen is to the city of Paris, the merchants here laying up their ſhips, which are too large to go up ſo far in the river. There are a number of conſiderable merchants here, and eſpecially for the Newfoundland trade; and there is a conſtant communication and connection of commercial intereſts between Rouen and Paris.

Havre has alſo the moſt conſiderable ſhare in the FISHING TRADE, of any port in France; principally to the North ſeas, and for the HERRING FISHERY, not only in the channel, but on the back of the ſands off YARMOUTH; and, ſince the French king laid high duties on the Yarmouth fiſh, they have wonderfully improved in curing them, in the Yarmouth way, to our no little detriment.

CAEN is the firſt port beyond the mouth of the Seine weſt: it is a ſmall port, but a pretty large city, and, having a communication with the Engliſh channel, does not want commerce, though not to the advantage of England.

ST MALO is a city of commerce, and inferior to none that France has in the ocean. The road for ſhipping, and the harbour, is ſafe and convenient, which, with the commodious ſituation, open to the Britiſh channel, make it a place of the beſt trade to France on this whole coaſt.

The merchants here were, particularly in the wars of Queen Anne, ſome of the richeſt in all France, they being deeply embarked in the South Sea Trade at that time.—They had then ſome ſhips that returned with ſuch prodigious cargoes of bullion, that the like has not been known belonging to private merchants.—At this point of time, it has been ſaid, that ſome merchants there, were not worth leſs then a million ſterling.—They

made abundance of prizes in the laſt war with England, which drew on our reſentment to little purpoſe; and this place will always prove a great grievance to us, on theſe unhappy occaſions.—It is at preſent a flouriſhing place of trade, eſpecially for the NEWFOUNDLAND FISHERY, alſo to MARTINICO, to QUEBEC, and, indeed, to moſt of the French colonies in America.

There are abundance of mercantile people here, who are the grand ſpring of trade. There are ſeveral conſiderable manufactures here, which enrich the place, eſpecially thoſe of linnen and paper. Of the firſt dowlas and buckram are made in great quantities, as alſo canvas and ſail-cloth, and they are largely exported. The beſt printing paper in France is ſaid to be made here, eſpecially the demy and crown; as alſo writing poſt-paper, fine as the Genoa, yet not ſo thin, and finer than the Dutch, though not ſo thick.—This is no contemptible article in the French commerce to other nations. In fine, the increaſe of commerce here has greatly increaſed the wealth, the ſplendor, and happineſs of the place, which are ever the invariable effects of it.

Nothing remarkable to our purpoſe appears on this coaſt, from Morlaix 'till we come to Breſt, except St Paul de Leon, a ſmall city on the coaſt, between Treguier and Breſt; it has a good port, and ſome home trade.

BREST is a place of conſequence upon this coaſt, being the largeſt and moſt capacious road and harbour that France is poſſeſſed of on the ocean.—When ſhips are here, it is the beſt defended, and ſafeſt harbour in France. Here the French fleets are oftentimes laid up, though the greateſt of their men of war generally go to Toulon.—Here are warehouſes and magazines to lay up naval ſtores for 100 ſail of ſhips of war of the line, and

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ſome of 80 and 90 guns have been built here. France, in the year 1690, had here a royal navy, equal, if not ſuperior, to all the naval power of England and Holland united, and which offered battle to them all, but they declined it: and may not France ſee thoſe days again?

The next place of conſequence on this coaſt is the mouth of the river LOIRE, the greateſt in France for the length of it's courſe, the number of great cities it viſits by the way, and for the extent of it's commerce and navigation, as we have before briefly ſhewn. The Loire is navigable from the Lyonnois, and that ſide of Burgundy, to Nevers, and down to Briare, by large flat-bottom barges.—By this canal the glaſs-ware, tin-ware, and fine earthen-ware, for which manufactures the city of Nevers, and all the country about it, being ſo famous, are carried down to Paris, to the great advantage of the country.—By this canal the merchandizes of foreign countries imported at Nantes are alſo carried to Paris by water, to the great encouragement of the foreign trade, and inriching of the merchants at Nantes.—Alſo the wines and brandies of the country below Orleans, on the banks of the Loire, are carried to Paris the ſame way; and, indeed, the principal ſupply of that great city, as to wines and proviſions, comes from thoſe rich and fertile provinces on the banks of the Loire.

Towns of note on or near the Loire, below the canal of Orleans, and before it comes to Nantes, are Orleans, Blois, Amboiſe, Tours, Saumur, and Angers, all of them large cities: no country, except the Netherlands, can ſhew ſeven ſuch cities, on the bank of one river, under one ſovereign, and in ſo ſmall a compaſs of territory.—All this country produces what we call French white-wines, and the beſt of the kind; and, indeed,

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the beſt wines of all the weſt parts of France are in the country about Angers.

ROCHELLE is the next city of conſequence in France, upon the coaſt of the ocean, a conſiderable port of trade, though unfortified, for reaſons too well known.—This city was once the ſtrongeſt in the whole kingdom, and, on account of it's opulence and ſplendor, for years the bulwark of the Huguenots.

It is at preſent a place of conſiderable trade, full of wealthy merchants, whoſe commerce extends to moſt parts of the world, but eſpecially to the Weſt-Indies, Martinico, St Domingo, and Quebec: from hence alſo is a very great part of the Newfoundland Trade carried on, and likewiſe that of their Miſſiſſippi.—The French Eaſt-India company too make uſe of Rochelle as a port, though not always, for the return of their ſhips from India, and for diſpoſing of their cargoes.

PORT-LEWIS is a harbour deſerving our notice, and, if it had ſtood on the north part of France, in Normandy or Picardy, would have been worth a kingdom itſelf; but, as it ſtands on the coaſt of Bretagne, to the ſouth of Cape Uſhant, where France has many good harbours and ſafe roads for ſhipping, as well for war as commerce; ſuch as the harbours of Breſt, Rochelle, Nantes, Bourdeaux, &c. and the roads of Conqueſt, Belliſle, St Martin, and others; this makes Port-Lewis the leſs regarded: it is, however, populous and rich, and has many wealthy merchants, eſpecially ſuch who trade pretty largely to the Weſt-Indies.—This, being a good harbour, is likewiſe a ſtation for part of the royal navy, and for the ſhips of the French Eaſt-India company.

NANTES, lying on the river Loire, requires mention. It ſtands 30 miles within the land, upon the north bank of the Loire, which is here a very

ſpacious

ſpacious and noble river, has a deep and ſafe channel, and makes a fine harbour: it has a flouriſhing trade, both domeſtic and foreign, few towns in France outdoing it.—The trade of this city has greatly increaſed within theſe 30 years, as well from their manufactures as from the flux of all ſorts of merchandizes from the remoteſt inland provinces of France, by means of the extraordinary induſtry of the inhabitants, and the navigation of the river Loire.—The great benefit of water-carriage between Nantes and Paris alſo, by means of the canal of Orleans joining the Loire and the Seine, as before intimated, is very ſenſibly experienced here; and all kinds of foreign merchandize imported are carried at an eaſy expence to Paris, where the chief conſumption of the kingdom lies, to the unſpeakable profit of the merchants of this place.

But the great exportation of wines and brandies from hence are the capital conſtant articles upon which Nantes chiefly depends.—It is ſcarce credible to conceive how conſiderable this trade is, both of brandies and wines together; inſomuch that it has been ordinary to ſee 2 or 300 ſail of ſhips in the Loire at a time, taking in wines and brandies.

Another branch of trade here is in prunes, which they export in great quantities.—They have a conſiderable traffic here to the Weſt-Indies, as particularly to the French ſugar-colonies in America, and they have many ſugar-bakers here to refine them, which has brought them a great trade for refined ſugars, both at home and abroad. But they have ſtill a much greater trade than all this, the wine and brandy excepted: this conſiſts in goods brought from the Mediterranean Sea, by the royal canal from Narbonne to Thouloufe, and from thence down the Garonne in barges to Bourdeaux; by which, as the waters of the royal canal

join

join the two ſeas, the ocean and the Mediterranean, ſo the commerce of both ſeas is carried on here, which makes Bourdeaux not only rich but populous, and all the country round it. The key is noble and ſpacious, and ſhips of ordinary burden may come cloſe to it, the tide flowing a great height, up to the very wharfs.

BAYONNE is the laſt conſiderable town in the French dominions. It is a ſpacious, opulent, and populous city, has a great trade both in France and with Spain, and with many other parts of Europe. It has a very fine harbour in the mouth of the river Adour: the harbour reaches into the very heart of the city, and is ſo deep and ſafe, that the largeſt ſhips come up to the very merchants doors; and the entrance into it is ſecured by a ſtrong caſtle, regularly fortified, Bayonne being a frontier both by land and ſea; for it is within 15 miles of the frontiers of Spain. There is a large trade driven here, and abundance of wealthy merchants reſide in this place. A great quantity of wine is exported from hence, and they have a trade as well into the whole province as into Navarre.

France, by ſituation, has the advantage for commerce of all the nations on this ſide the globe, Britain excepted. The great extent of their coaſt, we have ſeen, qualifies them for it; they are extended upon the ocean from Bayonne, in the bottom of the bay of Biſcay, to Dunkirk, a port that, leaving the Britiſh Channel behind it, looks into the German Ocean, and claims acquaintance with the Northern commerce, as well as with the Weſer and the Elbe, the chief rivers of trade in the German Sea, and to the Baltic and the coaſt of Norway on one ſide, and North Britain on the other; and, laſtly, to the HERRING FISHERY in the Caledonian Ocean, and the WHALE FISHERY in the ſeas of Spitſbergen and Greenland. The

coaſt

coaſt of France is above 400 miles in length, and there are in it, as we have ſeen, ſome as good harbours as any in Europe.

Add to this the Mediterranean Sea, lying full 60 leagues in length upon the ſhores of Rouſſillon, Languedoc, and Provence, which open to France the commerce of Barbary, Italy, and the Levant.

No leſs is France advantageouſly ſituated towards the land for an inland navigation and commerce with her neighbours of Swiſſerland, Upper and Lower Germany, Holland, and Flanders. The Rhine opens a trade for her on the ſide of Alſace, into Suabia and Franconia, and into the heart of the Empire, by the additional navigation of the Neckar and the Maine, two rivers which convey her merchandize within a few miles of Ulm upon the Danube. By the laſt they trade into Bavaria, the Upper Palatinate, and even to Vienna; on the other hand, the Rhoſne on the right, and the Upper Rhine on the left, give a communication of trade from Languedoc and the French Comte, into every part of Swiſſerland, as has been ſhewn.

On the north ſide of France, and through the country of Lorrain, France has the two great rivers of the Moſelle and the Maes, which give them a free commerce to the Lower Rhine, and into the United Provinces; as likewiſe the Sambre, the Scarpe, and the Schelde do into the Auſtrian Netherlands.—Add, to all theſe, the extent of the kingdom of France, that it is the largeſt and the moſt populous of any country in the known world, except China.

To the prodigious number of their people muſt be joined the temper and genius of the nation: they are vigorous, active, induſtrious, and, in trade as well as war, an enterprizing people.

So greatly have they increaſed their trade ſince the treaty of Utrecht, that they now carry their wines and their brandies into the Baltic, where formerly the Dutch ſent them in Holland bottoms; and the French bring their naval ſtores from Livonia, Pruſſia, and Peterſburg, in French ſhips, where, before that treaty, no French ſhips had ſcarce ever been ſeen. The Hanſe-Towns have little or no ſhare now in furniſhing France with iron and copper, with timber, with pitch, or tar.

The French alſo now trade with Sweden, as other nations do, and to Dantzic, and have greatly increaſed their commerce in Muſcovy, as well as their neighbours.

With all theſe advantages of ſituation, extent of land, and numbers of people, France has laboured, from the beginning of it's commerce, under two difficulties, which rendered it next to impoſſible to produce any conſiderable ſtaple manufactures, unleſs theſe difficulties could be ſurmounted.—Theſe were the want of a competency of wool, and of ſilk, the fundamental articles in the general manufactures of Europe, and ſuch which the French, from the induſtry of their people, were well diſpoſed to fall into; but, wanting theſe productions in ample quantities, ſuffered the diſcouragement many years, with no little affliction: they fell, however, into the ſilk manufacture to a very great degree, encouraged by the Italians, when the French were maſters of the Milaneſe, in the reign of Francis I. and though they bought their ſilk in Italy and Turkey, as they do ſtill in ſome quantities; yet all the ſouthern parts of France, eſpecially the Upper Languedoc, the Lyonnois, and part of Dauphiné, were employed in the manufacture of ſilk, and greatly improved in it, ſpreading it into Champaigne,

paigne, and even to Paris itſelf. This was from about the year 1520.

At length the French conquered this difficulty. By the means of ſome Piedmonteſe, in the reign of Lewis XIII, they firſt began to plant the white mulberries in Languedoc, and part of Provence: and, nouriſhing the ſilk-worms with unſpeakable induſtry, and greatly encouraged by the court in the reign of the late Lewis XIV, they, after many years ſpent in the firſt experiments, at laſt brought the ſame to perfection, and it is now become a natural produce of France, as it was before of Piedmont, and other parts of Italy, who originally borrowed it from the Aſiatics of Armenia and Georgia. But it hath not proved the ſame in France with regard to the produce of wool. The French, being deficient in this article, have obtained ſheep from England and Ireland, as they have wool, in order to try the poſſibility of raiſing wool, by the means of our ſheep, as good in quality, and as large in quantity in general, as our wool is; but hitherto they have been diſappointed, though it is ſaid that there is, at preſent, another grand attempt to accompliſh this deſign; and, if it is poſſible in nature, the French are determined to have as good wool, and as much of their own production, as ever England or Ireland have had: and no one can ſay what art and induſtry, ſupported by the royal purſe, cannot effect.

Yet this diſadvantage by nature hath not diſcouraged our politic neighbours from attempting the woollen manufactures in every branch; for, ſince they have not wool ſo good in general as ours, they have been long determined to have our Engliſh and Iriſh wool; which, being properly mixed with their own, or properly worked by itſelf, they have had art enough to impoſe their woollen ma-

nufactures upon ſeveral other parts of Europe, even for Engliſh fabrication, as we ſhall ſee preſently. — Supplying France with Engliſh and Iriſh wool was firſt brought about by the profound policy of their great miniſter Colbert. After that great man had found out the means of ſupplying France with Britiſh wool, he was not long before he eſtabliſhed woollen manufactories of divers kinds in France; façon d'Angleterre, or of the Engliſh method of fabrication.—He firſt ſet the poor to work all over France, in combing, ſpinning, weaving, dyeing of wool, and woollen goods. And what was ſoon the conſequence of this? The French king ſaw all his ſubjects cloathed, however indifferently, with the manufactures of their own country, who, but a few years before, bought their cloths from England, or, which was worſe, at ſecond-hand from Flanders and the Dutch. This was carried on with ſuch a prodigy of ſucceſs, that it would take up more room than we can ſpare to duly repreſent it.—This commercial miniſter decoyed, by rewards and encouragements, Engliſh artiſts into every part of France, where it was moſt eligible to eſtabliſh theſe manufactures, and they taught the people ſo well all the ſeveral parts of the manufacture, and the French were ſo apt to learn, and ſo dexterous and chearful in teaching each other, that, in a few years, they could do without Engliſh inſtructors, even in the façon d'Angleterre.

The French being thus able to furniſh their own people, they not only excluded the Engliſh woollen manufactures from their country by a law, but began to turn their eyes on rivalling the Engliſh in all the foreign markets of Europe, as in Spain, Portugal, and Italy, alſo in Aſia and Africa, but eſpecially in Turkey and Barbary. To effectuate which,

Colbert

Colbert took theſe meaſures: he firſt informed himſelf of the ſeveral ſorts of the Britiſh manufactures ſold in every foreign market, whereof he had patterns brought him; and he erected particular works for the making thoſe very goods: he alſo wiſely encouraged the merchants to export them, by cauſing credit to be given them out of the public ſtock; that is, by the king, even till the RETURN FOR THESE GOODS CAME HOME. This was particularly done with the Turkey merchants at Marſeilles, who had credit out of the ROYAL TREASURY till the return of their ſhips from Smyrna and Scanderoon: by which politic encouragement the Marſeillians firſt ſupplanted the Engliſh in the Levant trade, wherein, we are too ſenſible, they have ſurprizingly increaſed ever ſince.

The ſame was likewiſe done at the famous manufactory near Niſmes in Languedoc, where the cloths, by means of the inſtructions of our Engliſh woollen manufacturers, and our Engliſh wool, are made ſo admirably well, that ſome have thought they have equalled, if not outdone the Engliſh.—Certain it is, they make very good cloths there, and dye and dreſs them to perfection; but many ſay that they fail of the ſubſtance, the firmneſs, and weight of the Engliſh; yet, as they are cheaper, they have made their way in foreign markets.

Before, as well as ſince the French king begun thoſe fabrics in his dominions, we ſent large quantities of woollen goods to France; but, ſince the clandeſtine exportation of our wool, the French king has prohibited the importation of all ſorts of our woollen manufactures.—This they have accompliſhed within about 80 years; and, if they continue to have our wool, and other foreign wools, ſo cheap as they have, in exchange for their

their brandies and wines, &c. and to go on with the like rapidity in thoſe manufactures, the fate of this, the moſt lucrative branch of commerce belonging to the crown of Great-Britain, muſt certainly be deplorable.

At ABBEVILLE, a large town in Picardy, about 90 miles north of Paris, and 15 eaſt of the Britiſh Channel, is a manufacture of fine broad cloths, which Lewis XIV. firſt eſtabliſhed; and which he did by advancing 40,000 livres to Mynheer Van Robais, a Dutchman.—The king alſo erected him a ſpacious and commodious place wherein to carry on this manufactory, and a fine houſe to live in, and granted him a patent for the ſole making of ſuperfine broad cloths in that part of France. As Mynheer was a Proteſtant, the French king granted him a further patent, renewable every 20 years, for the free exerciſe of the Proteſtant religion, for himſelf and family, and to all the people that did then, or ſhould hereafter, work in any branch of the woollen fabrics at this town, &c.—Alſo, that if any woman, who was a Roman Catholic, ſhould marry a Proteſtant that belonged to this manufactory, ſhe ſhould have it in her option to turn Proteſtant or not.—And, in order at once effectually to eſtabliſh this manufactory, the king himſelf wore ſome of the firſt cloth that was made, and ordered all his court to do the ſame.—All theſe privileges are maintained to this day inviolably, and the factory is now carried on by three partners, that are nephews to old Van Robais, who firſt eſtabliſhed it, and are of the ſame name.

There are 108 broad looms, and about 600 men, women, and children, employed upon the ſpot, in picking of wool, winding, warping, weaving, ſhearing, rowing, dyeing, burling, ſcribbling, fine-drawing, preſſing, packing, &c.—All employed are governed with extreme decorum and regularity.

regularity. They all come to work, and leave it, at the beat of a drum.

One Cole, that went from London, was the firſt man that taught them to dye proper colours, to make mixtures of wool, as we do in England, to make into cloth.—This manufacture hath ſo inriched the Van Robais's family, that, upon public days, they appear in their coach and ſix horſes, with half a dozen ſplendid valets to attend them, as grandly as any of the peers in France.

There are not leſs than 1000 looms going in this town on paragons, beſide a great many more that are employed in the making of druggets, ſerge, cloth-ſerge, &c.—Thoſe goods are chiefly ſent to Spain, Portugal, and Italy, and MOST OF THEM ARE ABSOLUTELY SOLD FOR ENGLISH WOOLLEN MANUFACTURES, they being FAÇON D'ANGLETERRE. 'I HAVE BEEN TOLD (ſays an 'eminent Engliſh woollen manufacturer, who 'took a tour to France to ſee the progreſs of the 'woollen fabric in that kingdom) BY A MANU-'FACTURER OF THE TOWN OF ABBEVILLE, 'THAT HE HATH KNOWN AN ENGLISH SHIP 'LIE IN ST VALERY ROAD (the port before-'mentioned) WHILE THEY HAVE SENT A BOAT 'UP TO ABBEVILLE, WHICH IS NEAR FOUR 'LEAGUES, TO FETCH DOWN BALES OF WOOL-'LEN MANUFACTORIES, AND HAVE SHIPPED 'THEM ON BOARD THE ENGLISH VESSEL, 'AND CARRIED THEM TO FOREIGN MARKETS 'FOR ENGLISH GOODS, THE BALES BEING 'MARKED AND NUMBERED, AS IF THEY WERE 'MARKED IN ENGLAND, AND ARE SOLD 'AMONGST OUR ENGLISH GOODS *.'

And

* See Obſervations on the Britiſh Wool, and the manufacturing it in this kingdom; with remarks on the wool and woollen manufactories of France, Flanders, and Holland, &c.

Printed

And it is very much to be feared, that this is too common a caſe, and has been an artifice of many years ſtanding, to impoſe theſe French woollen manufactures, made FAÇON D'ANGLETERRE, upon foreign nations for Engliſh: and thoſe too which have not been ſo good in equality may have been complained of by foreigners, and highly prejudiced the reputation of our manufactures in that reſpect alſo.—Nor could a more ſuperlative trick be contrived than this, let it be taken in any light whatever, for the abſolute ruin of our woollen manufactures, and the eſtabliſhment of the French; and ſuch Engliſhmen, or Britons, who are either merchants or maſters of ſhips, that will be thus concerned in a conſpiracy of ſuch deſtructive conſequence to the whole woollen manufactory of this kingdom, deſerve the gallows more meritoriouſly than any criminal, perhaps, that was ever exalted to it.

Of the manufactures of the generality of CHAMPAIGNE and SOISSONS.

The paſturage is admirable, maintaining 16 or 17,000 ſheep, which afford three or four millions of pounds of wool.

It is almoſt incredible, how much of the woollen manufacture there is in theſe two provinces. At Rheims, they make cloth after the faſhion of Berry, etamines, razes, cordeliers, ſerges, &c. At Rhetal, the ſame as at Rheims, beſides eſtaments and crapes.

At Chateau-Portien, at Mezieres, Donchery, Mouzon, Fiſmes, Sainte Manehould, Sommepy, Ville on Tartanois, Soiſſons, Chateau-Thierry, Charly,

Printed by H. Kent, and ſold by Simon Virtue in Swithin's-Alley, near the Royal-Exchange, 1738. By a manufacturer of Northamptonſhire.

Charly, Orbaye, S. Martin Dublois, Bar ſur Aube, Ferre en Tartanois, Neuilly, and S Fond, they make only ſerges, etamines, and deſeverſins. At Sedan, they make a quantity of cloth, very fine and very good, alſo a great number of cloth ſerges, and ſerges after the faſhion of LONDON. At Bouts, Pertes, and Joinville, villages near Rheims, they make only white etamines, which they ſell to Rheims. At Montcornet, ratines, reveches, cloth ſerge, and eſtametes. At Vervins, Fontaine, Plumiere, the like, alſo ſome common cloth. At Montmirel, Langres, St Juſt, Anglure, Sezanne, La Ferte Gouchier, and La Ferte Sous-Joüars, cloth ell wide, and above, to five quarters, all of Spaniſh wool only. In ſhort, at Brienne, Chalons, Vitry, Joinville, Chaumont, Dionville, they make ſerge razes, ſerge after the faſhion of LONDON, cloth ſerge, eſtametes, everſins, etamines after the faſhion of Rheims, and druggets; beſides, they make cloth at Chaumont. The wool, employed in theſe ſeveral manufactories, is partly foreign, partly French. The foreign is common Spaniſh wool, as de Caſtile, and les Segovianes, and the like. The French wool is de l'Auxois, de Berry, de Champaigne, du Soiſſonnois, and de Picardy. They reckon 1400 looms.

At Rethel, they uſe the wool of Champaigne, Picardy, and Soiſſonnois. The mixture, which the workmen make of common wool with fine, lowers conſiderably the price and quality of them.

The cloths made at Sedan, are ſome after the faſhion of Holland, ſome after the faſhion of England, and others after the faſhion of Spain. The wool they make uſe of in the one and the other, are wool de Segovie, Segovianes, Albarazines, des Soris, and other of the better ſorts.

The fabric of ſerges is alſo very conſiderable at Sedan. The wool they uſe is that of Berry, Ar-

dennes, Champaigne, Brie, and common Spaniſh wool. They are ſold in Holland, Poland, Germany, and within the kingdom.

At Donchery is made wide ſerge, cloth ſerge, ſerge DE LONDRES; the wool is that of Berry, Champaigne, and Brie. At Mouſon and Autrecott, cloth ſerges, ſerge DE LONDRES, &c. Theſe are all made of wool of the country. In the manufactory of St Manehould they uſe only wool of the country, with which they make ſerge after the faſhion of Chalons, cloth ſerges, eſtametes, and frizes. At Siuppe, or Suippe, the manufactory is conſiderable. All the ſtuffs are made of wool of the country, i. e. everſines, cloth ſerge, ſerge razes, and frizes. At Ville en Tartanois, wide ſerges, cloth ſerges, all of wool of the country. Routz, Perthes, and Sunville, are three villages near Rheims, where they make only white etamines of the wool of the country. At Monteomet, are made ſerges, ratines, eſtametes, reveches, cloth ſerges, on which they employ only the wool of the country. Vervins, Fontaine, and Plumiers, afford common cloths and ſerges, of the wool of the country. At Neville S. Front, are employed the wool of Brie, Champaigne, and Soiſſons, in making ſerges de Berry, and cloth ſerge $\frac{2}{3}$ wide. At Ferre en Tartanois, the manufacture is wide ſerge, cloth ſerge, and ſerge after the faſhion of Mouy, the wool of the country only. At Charly, they make wide ſerges, cloth ſerges, &c. all of wool of the country. Theſe, above, are in the department of Rheims (thoſe that follow, are in the department of Troyes and Chalons) where they make near 84,000 pieces of ſtuff, employing for that purpoſe 740,000 pounds weight of wool of Champaigne, Brie, Soiſſons, and Bourgogne, beſides above 530,000 pounds of Spaniſh wool, and above 50,000 of that of Berry.

They

They keep there 14 or 15,000 ſheep, which produce 3,000,000 7 or 800,000 pounds of wool.

At Chalons, they make a quantity of ſerge razes, ſerge of Rheims, eſtamines, everſines, cloth ſerges of the faſhion of LONDON. Of theſe laſt, they make about 2500 pieces a year; of all the others about 2000. The wools they make uſe of for one and the other, are ſome of Champaigne, Brie, Soiſſonnois, and Bourgogne, and ſome Spaniſh wool. There are 325 maſter clothiers. Beſides, there are 30 or 35 other looms for a manufactory, that ſome cloth merchants of Paris have got eſtabliſhed by letters patents. They make alſo, in that manufactory, ſerge after the faſhion of LONDON, ratines, pinchinas; and employ in the one and the other, according to their quality, wool, prime Segovia, fine Albaraſin, and other Spaniſh wool, with that of Berry, l'Auxois, Champaigne, and Brie. The product of this mahufactory is in proportion as great as the others. They ſell them throughout the kingdom, at Liege, and in Italy. Liege takes off a great number, they being well liked there. At Vitry, are made ſerge, razes, ſerge after the faſhion of LONDON, cloth ſerges, druggets, and eſtametes. The wool they employ, are thoſe of Champaigne, Brie, and l'Auxois. At Chaumont, are made a quantity of cloths, ſerges croiſſées, druggets; of the laſt one is of wool only, the other of wool and thread. They uſe only the wool of the country.

Of the trade for Spaniſh wool at BAYONNE.

It is computed, that the import of wool at Bayonne amounts to 15,000 bales, of all qualities, viz. ſegovies, leoneſes, ſuperfines, common ſegovies, ſories, ſogoviennes, burguletes, ſories de caballeros, ſories molines, grand albarazines, des

 cuencas,

cuencas, des etremenas, belchittes, campos d'Arragon, fleuretons de Navarre, and all ſorts of lamb's wool, fine and common, ſurge, and waſhed.

Many of the merchants of Bayonne give orders to have part of the wools bought en ſurge, and to have them waſhed upon the ſpot on their own account. Others have them from the Spaniards who are flock-maſters, or from the merchants of that nation, who trade in it, and every year ſend or carry them to Bayonne, all waſhed, and ſell them there themſelves: ſo that the people of Bayonne have always their wools at the firſt hand, and can afford them cheaper than others. Beſides, the beſt conveniencies for waſhing are nearer that city than any other, even nearer than to Bilboa. The wool that comes from Bayonne, is moſt profitable and beſt triaged of all that come from Spain.

They load commonly at Bayonne every year 30 or 40 veſſels, which carry 200 or 350 bales of fine wool to Roan and Nantes, and 8 or 10 veſſels to Holland: Languedoc alſo takes off much wool of ſories ſegoviennes, and common ſories, that are the moſt proper for Londrines ſeconds, which are beſt for the Levant trade.

Of the commerce of Limosin, Poictou, &c.

At St Jean de Angelis, they make cloths ell wide, and etamines: at Nerac, commonly 1900 pieces of cloth, and 1250 ſerges: at Angouleſme, ſerges and etamines: La Rouchefaucault, only ſerge: Limoge, reveches: Tulle, reveches, or petits razes: Brieve, reveches: St Leonard, ſtrong and coarſe cloths for ſoldiers and peaſants.

The ſtuffs made at Poitiers are camblets, etamines, ſerges, and crapes. At Chaſtelleraud, they make ſerges and etamines, in which they employ only wool of the country. At Luſignan, they make

make two ſorts of ſerges, razes, and cloth ſerge, both of wool of the country. At St Maixant, they make ſerge razes, which are eſteemed for their fineneſs, although they uſe but the wool of the country, for which they chuſe the fineſt; and of the reſt make reveches, and other coarſe goods. They make abundance of double caps and ſtockings with wool of the country, and of Limoges. The ſerge made at La Mothe St Gerave, for quality, fineneſs, and the wool employed there, are the ſame as at Maixant.

At Niort, they employ only the wools of the country; the ſeveral ſorts of ſtuffs, there made, are druggets of wool only, others of wool and thread, ſerge razes, etamines buretes, and coarſe cloth ſerges. At Fontenay le Comte, they make cloth yard wide, and etamines, both of wool of the country. At La Chateigneraye, are made cadiſſes, ſergettes, and cloth ſerge: this, with the wool of the country, the others with fleuretons de Navarre. At Cheuffois, the ſame as the former. At La Meillereege, they make only tiretaines and narrow druggets. At Pouzanges the ſame. At St Memin the ſame.

At Breſvire, is one of the moſt conſiderable manufactories in the department of the inſpector of Poitiers. The ſtuffs made there, are tiretaines, of thread and wool, ſerge razes and cloth ſerges, all of wool of the country only. At Moncontan, the ſtuffs are tiretaines of different faſhions, of the refuſe of wool, from Nicort, Bourdeaux, Xointes, and Senſa. At St Pierre, the ſtuffs are cadiſſes, druggets, of fleureton de Navarre, and cloth ſerges ell wide, of the wool of the country. At Thouan, cloth ſerge, ſerge razes, and ſome etamines. The druggets made at Partenay are much eſteemed, and have a great vent; ſome are of wool only, others of thread and wool. Theſe laſt are

made

made of wool of the country, the firſt only of Spaniſh wool. At Azais are made druggets, ſome called imperial, others common; the laſt of wool only, or wool and thread; the firſt of wool and ſilk: to make the imperial, they employ only the wool of Campo; for the common, wool of the country. At Vivouſne are made coarſe ſerge, and ſome ſerge razes. At Chateau Larcher the ſame, and ſome reveches of a low price. Meſle, ſerge razes of the wool of the country. Cuiray, coarſe ſerges. Gencay, ſome ſerges, ſome reveches, both of wool of the country. Coulognes, druggets, all of wool.

They grow, in the generality of Poictiers, about 250 milliers of wool, which they employ in the above-mentioned fabrics, and of ſtockings and hats. They conſume beſides a great quantity of Spaniſh wool, called wool de Campo, and fleuretons de Navarre; which they have by the way of Rochelle and de Nantes, to the amount of 2000 bales, every bale weighing 300 pounds. They make, in that generality, from 25 to 30,000 pieces of ſtuff every year.

Of the commerce of the generality of ORLEANS.

They make caps of Spaniſh wool, wool of Berry, and of the country, beſides ſtockings. Their manufactories in cloth and other woollen ſtuffs, employ not only the wool of the country, but alſo a good quantity of the wool of Berry, Beaſſe, Brie, Soulogne. The principal manufactories of cloth, are thoſe of St Genoux, Clamecy, Chatillon ſur Loing, and Montargris. There are many more, of ſerges and other woollens, viz. at Orleans, ſerge tremieres, ſerges with two eſtains, frocs, and baguettes. At Baugeney the ſame, and moreover, cloth ſerge. At Blois as at Baugeney,

alſo crapes. At Vendome, and at Pierre Fitte, eſtamates, and ſerges of ſeveral ſorts. White ſerges, called tourangelles, and white cloth ſerges, are made at Montoir, Salbry, Soueſme, Nouan le Fuzilier, Vouzon, Jergeau, Chatres, St Fargean and Bron, There is at St Aignan a fabric of cordats, or cloth for the capuchins. The manufacture at Chateaunef and Brinont, are cloth ſerges, baguettes, and tiretaines: at Gien, cloth tremiers, white and grey, white friſons and eſtamines. At Charite and Penthieres, cloth ſerges, and thoſe called felins. At Pongoin, Chaudan, Razoches, and Illiers, only ſerge of two eſtains. At Anthoin, different ſorts of grey and white etamines, of wool of the country, etamines of Spaniſh wool, called langres; etamines, muſc colour, of wool of the country; and other etamines, whereof the warp is of the wool of Maine; whence they have it ready ſpun, and the woof of Spaniſh wool, or fine wool of Berry.

Romorantin is the moſt conſiderable manufactory of the whole generality; they make above 5500 pieces every year, viz. white cloths five quarters wide, other cloths leſs wide, of the ſame colour, white ſerge, white grey, and grey, and ſerge croiſſée, partly of the wool of Berry, partly of the country. They have alſo ſettled there a fabric of white cloths, half of Spaniſh wool, half of fine wool of Berry, which cloths are fit to be dyed ſcarlet. The manufacturers of Romorantin having been uſed to employ the wool of Navarre and Barbary, they are forbid to do it, by an arret of council, April 1706, and again by the intendant of the generality, July 1716.

They conſume in this generality 200 milliers of wool, for the moſt part of the country. They make 25,000 pieces of cloth, &c. Foreign pieces,

to

to the amount of 14,000, are brought from neighbouring places and marked there.

Of the commerce of Touraine, Anjou, Maine, and Perche.

The commerce at Amboiſe for etamines and druggets made there, is much eſteemed, and a good many hands are there employed in them. In Touraine, they make little elſe but etamines, ſerges, razes, and druggets. The principal places where they are made, are Chinon, Richlieu, Loudun, Loches, Beauclieu, St Chriſtophle, St Pater, and Laval, for etamines and ſerges. At Beaumont, La Roue, and Roziers, beſides theſe two ſorts of ſtuffs, they make alſo razes and ſerge tremieres; and at Montreſor, Villeloin, and Orbigny, only ſerge half ell, of wool of the country.

The druggets and tiretaines of Amboiſe, are partly wool of Touraine, partly wool of Berry. At Beugnay, they uſe wool of Beauſſe, inſtead of that of Berry. At Chateau, Renault, Neuville, Pontpierre, Maray, Neufay, and Loiſant, the razes, ſerge tremieres, etamines, and druggets, are made of the ſame wool as at Beugnay. In the fabrics of Montrichard, which conſiſts only of druggets and white ſerge, they employ but wool of the country.

At Angers, they make etamines of different prices, and ſerge tremieres, both of the wool of the country. At Chateau Gontiers, etamines, and druggets after the faſhion of Lude, ſerge croiſſées. At La Fleche, etamines, ſerges, druggets, of the wool of the country. At Montreuil Bellay, the ſame. At Beaufort and Durtal, ſerges, etamines, druggets, all of wool of the country.

They make etamines and ſerge tremieres at Mayette, Chateau de Loir, Ferte, Bernard, Beaumont le Vicomte, Mayenne, and Laval.

At

At Le Mans, are made double etamines and camblets, which are commonly dyed black, three parts of wool of the country, the reſt of Poictou. At Manjette, ſtrong ſerge tremieres. Chateau de Loir, ſerge tremieres, all of wool of the country. Ferte Bernard, all of wool, others of wool and ſilk, and druggets, thread and wool of the country.

At Bonneſtable, the fabric is conſiderable; they make etamines like thoſe of Mans, except that they are all of the wool of the country, and that in the others a third is wool of Poictou. At Beaumont le Vicomte, they make much the ſame as at Bonneſtable. At Mayenne, ſerges tremieres, and druggets with thread. At La Valle, etamines, ſerge tremieres, and druggets of thread and wool of the country.

In the whole generality of Tours, viz. the provinces of Touraine, Anjou, and Maine, are made about 18,000 pieces of ſtuff, and above 11,000 foreign pieces are marked there. The wool they employ in thoſe fabrics, are almoſt all of the wool of the country, which is commonly ſold for 60 to 75 livres the quintal.

At Nogent are made etamines.

Of the commerce of the generality of Berry.

Sheep and wool are the chief commodities of this diſtrict. The wool is good enough, but they employ only the worſt themſelves, the beſt and fineſt being bought up by the merchants of Roan; which is the reaſon why the manufacturers of Berry make only coarſe cloth, called cloth of Berry; they are excellent in their kind, but only fit for ſoldiers, ſervants, and common people. The other ſtuffs of wool of Berry, are coarſe ſerge, druggets, tiretaines, and pinchinats.

Bourges, Iſſouden, Chateroux, Vierſon, Selles Aubigny, and Romorantin, are the places where the beſt manufactories are ſettled, among which that of Romorantin is moſt eſteemed.

The other places of manufacture of wool of Berry, are Le Blanc, S. Amant, La Chaſtres, Chaſtillon, Mehun, Aubigny, Dun le Roi, S. Benoiſt du Sault, Buzançois, Leuroux, St Savin, Sancerre, Linieres, Leret, La Chapelle Danguillon, Aiſne le Chateau, St Gautier, Ivry le Pre, Argenton, Newvy St Sepulchre, Argent, Valencay, Cinconet, Baugy, Sancergues, Les Aix, Blancafort, and Enrichemont.

Beſides what has been ſaid above, of the quantity of fine wool which the province of Berry furniſhes for Roan, for the fabric of cloth in Normandy, the merchants of that city (Roan) buy up others of the common wools of Berry for their manufacture of tapeſtry. What remains, is uſed for making caps of all ſorts, made in the province, eſpecially at Bourges.

In this generality, of 34 places where cloth and other woollen ſtuffs are made, there are ſeven, viz. Bourges, Iſſoudan, Chateau Roux, Romorantin, Verſon, Selles, and Aubigny, where they commonly make from 3 to 4000 pieces each; ſix, viz. Le Blanc, Sancerre, Chateauneuf, Liniere, Ivoy le Prey, Concoins, where they make from 2 to 3000 pieces; and 21 others, where they do not make above 8 or 900 pieces each.

The ſtuffs at Moulins and thereabout, are ſerges, etamines, and crapes. At Montlucon, Heriſſon, Decize, the ſame. Cercy la Toure, partly ſerges and partly etamines. Moulins Engilbert, cloths, and ſome other ſtuffs. The tapeſtry made in this generality amounts to 80,000 livres yearly.

In Auvergne, the manufacture of etamines, worſted

worſted camblets, burats, cadiſe, burailles, and other woollen manufacture, is very good.

Of the commerce of NORMANDY, as divided into three generalities, Rouen, Alençon, and Caen.

The principal commerce of the generality of Rouen conſiſts of cloth, ſerges, tapeſtry, wherein are employed 1200 looms. In the good manufactory, they uſe but Spaniſh wool, or the beſt of France; thoſe of Normandy, are for ſtuffs of an inferior kind. They import to Roan, communibus annis, 9000 bales, of which 5000 are Spaniſh, the reſt of the kingdom.

The principal fabric of the city of Roan, and which employed the greateſt number of hands, was the cloth of Uſſeau, ell wide, but now thoſe after the faſhion of Elbeuf have taken their place. This laſt is good, and improving daily, nevertheleſs it is not yet come up to the true cloths of Elbeuf. As to the cloths of Uſſeau, they keep them up yet, but make leſs of them ſince thoſe after the faſhion of Elbeuf have prevailed. The third ſort of cloth made at Rouen, is according to the faſhion of ENGLAND; but of this laſt, not ſo much as of the two former. Other woollens made there are, white druggets, commonly called eſpagniolettes; other druggets, of all colours, half-ell wide, and white ratines, five-quarters wide. They make alſo barracans of thread and wool, $\frac{2}{3}$ wide, very coarſe, and berlucha's, or druggets, of a better ſort. Theſe two laſt fabrics employ about 60 looms, and the others near 200.

At Darnetal, the woollen manufactory is very ancient: their firſt ſtatutes are in the reign of Henry III. (1587.) The different cloths there made are, after the faſhion of ENGLAND and HOLLAND; cloths after the faſhion of Elbœuf, Uſſeau,

druggets, or pinchinats. Their manufacture of blankets is the ſecond branch of the trade of that town and it's valley.

At St Aubin la Riviere, the manufactory commenced in 1691, in virtue of letters patents of 1672, under the title of a ROYAL MANUFACTORY. They make cloths after the faſhion of ENGLAND and HOLLAND, with ſucceſs enough.

The manufactory of cloth at Elbœuf is an ancient eſtabliſhment, and has always been in good credit for the ſorts of cloth undertaken there at different times. Before the great regulation of 1669, they made there only white coarſe cloths; but, all the manufactories of the kingdom having received encouragement from Lewis XIV, at the inſtance of Monſieur Colbert, thoſe of Elbœuf were the firſt that reaped the fruits thereof, by two conſiderable eſtabliſhments for fine cloths, after the faſhion of ENGLAND and HOLLAND, and by means of the perfection to which they are arrived in other cloths.

At Orival they make only cloths after the faſhion of Elbœuf.

At Louviers, there are two ſorts of cloth made; the one after the faſhion of England and Holland, the other after the faſhion of Elbœuf. At Pont de l'Arche, the cloth manufactory is in great reputation; it was eſtabliſhed in 1690: the drapery is after the faſhion of ENGLAND and HOLLAND. At Gournay the manufacture is ſerge only, after the faſhion of LONDON, well made.

Bolbec is one of the moſt conſiderable places in the country of Caux for manufacturing a ſort of ſtuff called frocs, which are eſteemed the beſt of the kind made in Normandy. They are of two ſorts; the one $\frac{2}{3}$ wide, the other half-ell $\frac{1}{1\,6}$. They are both of pure wool of the country. Gruchet, the ſame as at Bolbec.

At

At Feſcamp the manufacture is diſtinguiſhed into old and new; the old are very ſtrong ſerges, ell-wide, and frocs, the ſame as at Bolbec; the new are, fine cloths, after the faſhion of ENGLAND and HOLLAND; the firſt all of wool of the country, the other partly of foreign wool, partly of the beſt wool of the kingdom. This manufactory met with difficulties in the beginning, by the fault of thoſe intruſted with it by the undertaker. But the dexterity of three foreigners, who had afterwards the management of it, hath carried it to ſuch perfection, that cloth hath been produced there as fine, and in all reſpects as good, as that of ENGLAND.

There are a great quantity of frocs and belinges made in ſeveral villages of the bailiwic of Caux, eſpecially between Feſcamp and Dieppe, but of an inferior ſort to thoſe of Bolbec, either for the making or the goodneſs of the wool.

Cloth, and other woollen ſtuffs, made at Caen, are cloths after the faſhion of ENGLAND and HOLLAND, ratines, ſerges called lingettes, frocs and reveches. The cloths and ratines of one manufactory, eſtabliſhed by Sieur Maſſieu, about the end of the ſeventeenth century, are only of Spaniſh wool. The other woollen ſtuffs made here employ near 700 looms.

St Lo is in reputation for the manufacture of ſtrong ſerge, to which it has given it's name. They make alſo there finettes and razes, very much eſteemed. Theſe different fabrics employ about 2000 workmen, 90 looms, &c. Theſe ſtuffs are excellent, eſpecially if they employ only the wool of Coutantin.

At Vire are made common cloths, yard wide, alſo ſerges linguettes; alſo in many villages thereabouts, eſpecially at Conde, Caligni, Monſegre, Cartemont, Ceriſy, and Frênes. Theſe manufactures

tures employ above 300 looms; they make commonly 12,000 pieces a year. At Valogne is made ſtrong cloth, of wool of the country. At Cherborough, the ſame, but in greater quantity.

Coutance, is very fit for a wool manufactory, having all proper accommodations for that purpoſe. The wools grown there are excellent; the water good for dyeing, eſpecially in ſcarlet. There are abundance of teazles. They were once famous; but, the war of the League having diſperſed the chief manufacturers into other parts, they make only at preſent ſome pretty druggets, called belinges, and other ſlight ſtuffs, partly of thread, and partly of the wool of the country. The reſt of the wool is ſold to other fabrics of the province, eſpecially at St Lo, where the ancient manufacture of ſerge of Coutance remains.

At Bayeux is made cloth, ſerges, and ratines: they are good of their kind. At Freſne and St Pierre d'Antremont they make partly ſerge, like that of Caen, partly ſlight ſtuffs of thread and wool, all of wool of the country.

There is a great quantity of wool grown in the generality of Caen, but of different qualities, according to the place; thoſe that grow about the city of Caen are worſt; thoſe that grow from Bayeux as far as Cherborough, and all along the coaſt, are the beſt: theſe laſt are employed at St Lo, Vire, Valogne, and Cherborough.

The generality of Alençon is very conſiderable for the manufacture of cloth, and other drapery. They make there 50 or 52,000 pieces, and mark beſides 16,000. Beſides the wool of the country, they are ſupplied from neighbouring provinces.

At Alençon they make ſtrong ſerge, $\frac{2}{3}$ wide, etamines, $\frac{1}{2}$ ell, crapes the ſame. At Leez, ſome ſlight drapery, viz. ſerges, etamines. Argentan the ſame. Falais, for the moſt part, ſerge ſur eſtain,

eſtain, ell wide; ſerge tremieres, $\frac{7}{8}$, &c. Liſieux, a quantity of woollen ſtuffs, called frocs. Vernevil, ſerge croiſſée, all of wool; druggets, thread and wool. Dreux, cloth, ſtrong ſerges, ſerges after the faſhion of LONDON, eſtamates, and demi-eſtamates; theſe laſt are called linings, becauſe they are employed to line cloth.

Aumale gives it's name to a manufacture of ſerge much eſteemed; they reckon near 1200 looms at work there, and round about. They reckon the commerce there amounts to 2,000,000, when wool is at a reaſonable price.

Nogent le Retrou is a town of the province of Perche, but of the department * of the manufactories of Alençon. The ſtuffs there made are of three ſorts, etamines, of wool, others of wool and ſilk; druggets, thread and wool; above 400 looms are employed there. The yarn made uſe of in etamines comes for the moſt part from Mortagne, to the value of 200,000 livres per annum.

At Souence are made etamines, ſome all of wool, others of wool and ſilk. At Ecouchay, ſtronge ſerge, ell-wide, and ſerge tremieres, $\frac{7}{8}$. At Laigle, partly ſerges, partly etamines, and the like ſlight ſtuffs.

At Vitre, ſerges are made of thread and coarſe wool of the country, from 12 to 20 ſols the ell: there are alſo etamines, from 15 to 30 ſols per ell.

In Bretagne are employed 800 looms, in making ſlight ſtuffs of wool, viz. etamines, druggets, ſerges, moletons, crapes, and narrow cloths, of the

* The kingdom of France, where is any woollen manufacture, is cantoned into ſeveral departments, or diſtricts, called generalities, with an inſpector to each, and ſuperintendant-general of the whole: and thus we come by this more particular account of the woollen manufacture in France than of any other kingdom beſides.

the wool of the country. The principal places are Nantes, Rennes, Bourg, Dinan, St Brieux, Lamballe, Chateau-Briant, Nozay, Redon, Joſſelin, Le Guay de Pletant, St Croix, Auvray, Vannes, Maleſtroit, Rochefort, Chateauneuf, Lengonna, and Raviliac.

Of the commerce of BOURGOGNE, and the generality.

As great numbers of ſheep are depaſtured in Burgundy, ſo wool is a very conſiderable commodity there: one part whereof is employed by the manufacturers of the province, who are numerous; the other part, which is not fit for their uſe, is bought up by the merchants of the neighbouring provinces.

In the room of which, ſome is alſo bought from Rheims and Troie, more proper for certain manufactures, viz. for ſerge after the faſhion of London and Seignelay, where they mix the wool of Troie and Rheims with thoſe of Auxerrois, which are the beſt in Burgundy. Their principal manufactures are, cloths of Beaune, Vitaux, Semur, Saulies, Montbart, Rovray, Avalon, Auxerrois, Nuitz, Pont le Vaux, Autun, Joigny, Sens, Villeneuve, l'Archeveque, Bigny, and Ancy la Franc.

The manufactures of ſerges of all ſorts, eſpecially cloth-ſerges, and ſerges after the faſhion of London, are not leſs conſiderable; they make them at Dijon, Marcy, Auxerre, in the hoſpital, as well as in that of Beaune, at Seignelay, Amay le Duc, Auxonne, Chatillon upon Seine, and Chaſſnelles. Druggets, tiretaines, tolanches, are made at Samur, Montbart, Auxerre, Nuitz, Beaune, Louhans, Clungy, Mâcon, and Montluet; alſo in ſome of thoſe cities, and eſpecially at Autun,

crapes

crapes called frater and freilles, three quarters and half wide. The buſineſs of ſtockings, after the faſhion of Havre and England, is carried on at Dijon.

Of the ſtate of the woollen manufacture of DAUPHINY and PROVENCE.

Grenoble is the chief place of the fabrics round about, where they make cloth: at Virin, and five other pariſhes, are made druggets and coarſe cloths: at Turin, and nine pariſhes, cloth only: St Marcellin, and four pariſhes, cloth only: at Roybon, and ſeven pariſhes, cloth, ratines, and ſerge. At Serre, and eight pariſhes, cloths only: at Beaurepaire, cloths, as alſo in three pariſhes belonging to it. At St Jean en Royans, and ſix pariſhes, ſtuffs, and above 1000 pieces of cloth. This place is very commodious for a manufactory, by reaſon of it's water. At Romans, and in 12 pariſhes, the moſt conſiderable of the whole province (except Dienlefit) are made four ſorts of drapery, viz. cordelats 2000 pieces, ratines 1000, eſtameux 14 or 1500, cloths 15 or 1600. At Pont en Royans, and 17 pariſhes, are made cloths only; at Creſt, and 13 places, ratines and cordelats.

At Montelimat is the greateſt manufactory; they reckon up 25 places where ratines and ſergettes are made: Tolliman, and nine pariſhes, make ſergettes: Dien de Fit, and 20 places, make ſergettes only: Buis, and three places, ſergettes and cordelats: Valence, cloth and ratines: Vienne, and 17 places, make druggets.

The wool of Provence is employed in different manufactures of ſtuffs and hats. Their woollen manufacture is, cloth made all of Spaniſh wool, and caps of the wool of the country.

At Toulon are made two ſorts of pinchinets; one all of Spaniſh wool, the other only of the wool of the country. The cadis and cordelats are made of the wool of Provence, viz. in Aix, Gordes, Apt, Ayquires, Auriol, Signe, Colmars, Digne, La Roque, Mauve, Soleres, Cuers, Pequant, Camoulles, Lue, Draguman, Lorgnes. They make alſo in Colmart and Digne, and thereabouts, cloths three quarters and a half wide, which are ſold partly in the kingdom, and partly in Savoy.

In many places of the principality of Orange they make ſerge $\frac{3}{4}$ wide. At Arles, narrow raze; at Grignan ſergettes; all of wool of the country.

Of the commerce of LANGUEDOC.

The manufactures of wool eſtabliſhed in the two generalities of Languedoc are, cloth, cadis, burats, ſerges, ratines, cordelats, bays, crapes, razes, tiretaines, druggets; the greateſt part for the Levant, as the matrons and Londrins; the others for the Swiſs and Germans, &c.

The places where theſe are made are, Rieux, Granges des Pres, Lodeve, Carcaſſone, Limoux, Caſtres, Alby, Alet, St Colombe, Lauclanet, Leiſſac, La Grace, Saptes, Chelabre, Mezanet, Ferriers, Caune, Bedarrieux, St Sivran, Quiſſac, St Hypolyte, Bauzely, Vigan, Ganges, Saumennas, Anduze, Alais, St Gervais, Sommieres, Gardonnanque, Salle, Beziere, Aniane, and Beaucaire.

The wools employed in theſe manufactures are partly of the country, but the greateſt part is brought from Marſeilles, by the merchants of Montpelier, who buy them unwaſhed, and, after they have dreſſed them, ſell them, at the fairs of Pezanes and Montagnac, to the manufacturers.

At

At Alby in High Languedoc are but two ſorts of manufactures, cordelats and bayettes, the former of the wool of the country.

At Carcaſſone the cloths are made of wool of Bezier, Narbonne, and Spain. At Saptes the manufacture of cloth is very conſiderable, the wool Spaniſh, from the merchants of Toulon, Bayonne, and Marſeilles. Limoux and Alet, the cloths there made are of the wool of the country, and of Rouſſillon. Saiſſac, a manufactory of common cloth. La Grape, cloths; Montagne de Carcaſſone, cloths of different colours and breadths; Caſtres, bayettes, burets, and coronines; Meizant, and it's dependencies, cordelats, white and muſc; Boiſſaſon, cordelats; Varres, ſerge; Ferrieres, ſerge; Caune, coarſe cloths; Bedarieux, two ſorts of manufacture, one of druggets, the other of cloths; St Ponts la Baſhde, white cloths; St Chiman, white cloths, from 3 livres 10 ſols, to 4 livres 10 ſols per ell.

The manufacture of cloth at Lodeve is very conſiderable, and in great eſteem; they make 45,000 pieces, white and grey.

At Montpelier, ſtuffs, blankets, hats, fuſtians; the blanket manufactory is very conſiderable. At Quiſſac is a conſiderable manufacture of cadis; Sauve the ſame; St Hypolyte cadis, 75 looms; Bauzely ditto, 60 looms; Vigan cloths and cadis, a very conſiderable manufacture; Ganges, ſome cadis; Alais, ſerge, cadis, ratines, 90 looms; Uſez, ſerge, 60 or 70 looms; St Gignaix, cadis, 40 looms; Sommieres, cloth-ſerge, ratines, and cadis; St Jean de Gardonnengue, cadis; La Salle, cadis, 30 looms; Niſmes, a conſiderable manufacture of cloth and ſtockings; Narbonne, knit ſtockings.

At Bezieres are different manufactures of wool, eſpecially of fine cloth and druggets, like thoſe

of Bedarieux, ſold chiefly to Germany. The royal manufactory of fine cloths, eſtabliſhed at Clermont, is very conſiderable: there are alſo private manufactures there. The manufacture of hats is alſo the moſt conſiderable in Languedoc. Aniane has a manufacture of cadis; Beaucaire, of cadis and ſtockings, and hats; St Andre de Val Borgne, cadis and hats; Marvaix, cadis and hats.

The Sieur de Varennes, having brought workmen from Holland, undertook to make cloths for the Levant trade. Saptes, near Carcaſſone, was the place where he firſt eſtabliſhed it; and we may conſider it as the model of all the others in the province of Languedoc. That of Clermont and Lodeve followed ſoon after, viz. in 1678. The ſtates of Languedoc lent them 130,000 livres for many years, without intereſt, and gave them beſides, by way of bounty, a piſtole for every piece of fine cloth made there.

The third manufactory is that of Carcaſſonne, eſtabliſhed and maintained by the Sieur Caſtenier, which has not ſucceeded leſs than that of Saptes, and Clermont Lodeve. The province gave him the ſame advantages as to the two other royal manufactories. The eſtates of Languedoc have ſince added two others, with the ſame encouragements, one at Rieux, under the conduct of the Sieur Gurſe, a Dutchman; the other in the Caſtle de la Grange des Pres, near Penzenas, under the direction of the French manufacturers.

The laſt royal manufactory of Languedoc is that of Monſ. Chamberlin, eſtabliſhed alſo under the authority of the ſtates.

It does not make for the Levant trade, but only woollen ſtuffs after the faſhion of England, for the Spaniſh trade.

The annual product and manufacture of LANGUEDOC in the following articles is,

	livres.
Sheep - - - - -	1,000,000
Fuſtians and baſins - - -	90,000
Blankets - - - - -	230,000
Bergames and tapeſtry - -	20,000
Woollen ſtuffs, fine and courſe -	4,100,000
Cloths, fine and others - -	8,450,000
Woollen ſtockings - - -	40,000
Hats - - - - -	400,000
Total	14,330,000

They import wool of Spain, Conſtantinople, Salle, Algier, and other parts of Barbary, 40,000 quintals.

Of the commerce of Low NAVARRE and BEARN, FLANDERS, the AUSTRIAN LOW COUNTRIES, LORRAINE and BAR.

The wool of Navarre is good, and paſſes for Spaniſh wool; the fineſt ſorts are brought by French traders of different provinces; of the others, they make ſome coarſe ſtuffs for cloathing the common people.

The product of Flanders is corn, cattle, wool, &c. Their manufacture, cloth, ſerges, ratines, and other woollen goods, and ſtuffs mixed with ſilk and thread; camlets, damaſks, tapeſtry, ſtockings and breeches, and other works of Bonneterie, knit and wove; burats, crapes, blankets, and the like; all theſe at Liſle.

At Roubais and Turcoing there are many looms for ſtuffs of wool, or ſilk and wool, made chiefly for

for the Spaniſh trade, and other foreign countries; ſome are brought to France, and even to Paris. At Menin they make hats of wool; at Tournay ſtockings of wool, moquettes (a kind of pluſh) the ſtockings are for Spain and the Weſt-Indies.

There are alſo a number of different manufactories; thoſe of fine cloths, that were once ſo flouriſhing throughout this province (where it was ſaid were 4000 looms) are now only at Ypres, Baiteul, and Poperingue. Their dyeing in ſcarlet is very fine in the firſt of thoſe three cities; and they make alſo there, as well as at Hanſcotte and ſome other places, ſerge, which is greatly eſteemed.

At Bruges is the great magazine of Spaniſh and Engliſh wooll, &c. that ſerves to ſupply the manufactories of that important city. The ſtuffs made there, among others, are anacoſtes, lamparilles, and ſerges, fit for Spain and the Spaniſh Indies; alſo bays and camlets.

The woollen manufactures of Lorraine and Bar are only at St Nicholas and St Mary, and Aux Mines; the cloths are coarſe.

Of the commerce of the three biſhoprios, METZ, TOUL, and VERDUN, of ALSACE, ROUSSILLON.

The beſt manufactories of wool in the three biſhoprics, are at Metz, and thereabouts; they are not very antient, eſpecially ſome of them, but have arrived to ſuch perfection, and the trade is ſo great, that the COUNCIL ROYAL OF THE COMMERCE OF FRANCE thought it nececeſſary, in the beginning of the XVIIIth century, to eſtabliſh an INSPECTOR of them. They make ratines of all ſorts, different kinds of light ſerge for womens wear, cloth like pinchinats for the country people, and ſome druggets.

Toul and Verdun are leſs conſiderable in their manufactures, they knit woollen ſtockings in all their cities and round about; thoſe of Metz are moſt eſteemed.

At Straſbourg, the capital of Alſace, the woollen manufacture is tapeſtry, narrow cloths, blankets, fuſtians.

The wool of Rouſſillon is fine, almoſt of the ſame quality with Spaniſh wool; therefore the manufacturers of France buy there every year, for conſiderable ſums; and, though Rouſſillon has no conſiderable manufactory, yet they make blankets, and ſome kind of bures or coarſe cloths.

Of other branches of the trade of FRANCE.

The principal produce of France is their wine and their brandy, and their vinegar. Beſides the quantity they conſume among themſelves, they ſend abroad to foreign countries, according to a moderate computation that has been made, above 40,000 ton of wine annually from Bourdeaux, Rochelle, and Nantes, and the leſſer ports thereabouts, and 25,000 ton of brandy and vinegar at leaſt.

This extraordinary exportation of itſelf is enough to enrich a country. Next to theſe are the exportation of linnen from France, which has many years proved, and ſtill continues ſo to do, a very capital article of the commerce of that kingdom, by the exportation thereof to foreign countries: and the flax being of their own growth, as well as the workmanſhip the labour of their own people, this enhances the eſtimation of this great manufacture.

Since the admirable improvement in the ſilk manufactures of this kingdom at Spitalfields, near the city of London, the importation of this manu-

facture

facture from France into England has greatly declined.

Yet the wrought ſilks of France are ſtill extremely profitable to that nation, and are uſed for cloathing the ladies in moſt of the courts and countries of Europe. They have a vaſt trade for them in Germany, to which their frontiers join a great way up the Rhine, and from whence they ſend great quantities of manufactures quite through Swabia, Franconia, Bavaria, and even into Auſtria, Hungary, and Poland.

Nor is their commerce leſs in proportion into the Lower Germany, particularly upon the Meuſe and the Moſelle, to the countries of Lorraine, Cologne, Munſter, and throughout all the circles of the Lower Saxony, the Upper Saxony, Mentz, Triers, and Weſtphalia.

The Normandy window-glaſs of France is the ſame for kind, of which ſo great a quantity is now made in England, and which we call crown-glaſs. England formerly had it only from France, and imported annually large quantities of it; whereas they now make ſo much in England, that they not only ſupply themſelves, but ſend it to other countries. The like is to be ſaid of all ſorts of plate-glaſs, for coaches, looking-glaſſes, &c. all which the Engliſh were formerly ſupplied with from France. However, the French have a very great trade for this glaſs ſtill, as well for their own uſe, as to ſend to Germany, Swiſſerland, and even into Italy itſelf. Their fabric of glaſs, at St Gobin, is eſteemed one of the fineſt in Europe. They are ſaid to run plate-glaſs to great perfection, and of larger extent than in any part of Europe. In confirmation of which, it may not be improper to mention an inſtance of my own knowledge, which happened a few years ago. An eminent merchant, of St Peterſburg in Ruſſia,

Ruſſia, ſent over a commiſſion to England for the purchaſe of a quantity of plate-glaſs, to be fixed in the manner of our wainſcot pannels, in ſome public room in the empreſs's royal pallace; the exact dimenſions of which I do not recollect, but the commiſſion would not have amounted to much leſs than 2000l. Accordingly I went to the glaſs-houſe at Vauxhall, belonging to Meſſ. Bowles and Dawſon; and, talking with Mr Dawſon upon the occaſion, he told me, that they had not conveniencies ready built for the running of glaſs of ſuch large dimenſions; and that to erect proper conveniencies for that purpoſe would be ſo expenſive, that it would not anſwer; orders of that nature being ſo very uncommon, and, perhaps, they might never have another of the like kind, and therefore it could not be executed in England.--But this commiſſion, being ſent to France, was there executed.

They have alſo no inconſiderable ſhare in the fiſheries of various kinds, which has greatly promoted their brood of ſeamen, and increaſed their maritime power.

Their ſcarcity of black cattle makes them ſcarce of leather; wherefore they drive a great trade to St Domingo for hides, and buy abundance alſo in Spain and Portugal; the Spaniards bringing them from Buenos Ayres, and the Portugueſe from the Braſils; notwithſtanding which, they have a pretty large quantity from England and Ireland, ſuch as calve's leather and neat's leather.

Their ſalt is partly a monopoly in the hands of the government, and is ſold out to the ſubjects in an arbitrary manner, and at an exceſſive price. What they ſend abroad, is bought of the officers of the crown, and at a more tolerable price: this is what we call bay-ſalt principally, becauſe it is made at ſeveral places in the bay of Biſcay.

The colonies and plantations of France, like thoſe of other European nations, are chiefly in America; and, next to thoſe of the Spaniards, are the greateſt according to French pretenſions in that part of the world, as to their extent on the continent, and the number of the iſlands.

The French colony of Canada, is a very valuable and important ſettlement upon the river of Canada, and the great bay or gulph of St Lawrence, in which the French have extended themſelves ſo far, as from within ten leagues of the Engliſh factory at Hudſon's-Bay to within about two leagues of Hudſon's river, which runs into the ſea at New York, being from latitude 41 , to latitude 51 $\frac{1}{2}$.

The grand product of this colony is corn and furrs. This country chiefly ſupplies Cape Breton, and all the fiſhing veſſels that reſort thither, which are very numerous, with grain in general, the iſland of Gaſpe not yielding any quantity of corn ſufficient for them.- Canada alſo ſupplies the French iſland colonies with corn.

The other exportations are peltry, viz. furrs and ſkins, of which the principal produce is the beaver. They have a great variety of ſkins of other wild creatures, which theſe countries produce in common with the reſt of North America: but the beaver is the chief, both as it is the moſt profitable and moſt numerous.

So great is the multitude of beavers here, that the French in Canada are ſaid to ſend over to France ſeveral hundred thouſands of their ſkins every year; and yet they do not find the plenty of beavers to abate, but they are rather ready to over-run the whole country.

Beſides beaver-ſkins, they take an immenſe quantity of other ſorts of creatures, whoſe furrs are valuable in Europe, and make a very large

branch

branch of commerce, conſidered as wrought up into divers general manufactures.—Such as the ſkins of otters, deer, bear, elk, buffaloe, mink, wild horſe, wild cat, muſquaſh, raccoon, fiſher, martin, fox, white, ditto black, very valuable, bullock; &c.

At the mouth of the great river St Lawrence, the French carry on the great fiſhery, commonly known by the name of the white fiſhing, or cod-fiſhing of Newfoundland. For, though the iſland of Newfoundland is now wholly a colony of Great-Britain, yet the French employ more ſhips in this fiſhing than the Engliſh, and catch a much greater quantity; the reaſon whereof is, that the French carry the fiſh not into Spain and Italy only, but alſo to their own country, to Marſeilles and Toulon, and to the ports of France in the ocean; the French themſelves eating much fiſh, eſpecially in Lent; whereas the Engliſh bring little or none from thence, but what they ſell to the Spaniards and the Portugueſe, or Italians.

Beſides, the whole coaſt of Britain ſupplies ſo great a quantity of the ſame ſort of fiſh, as well as of divers others, that they catch more by far at their own doors, than their home conſumption calls for.

The French ſhips, employed in this trade, export all their goods cuſtom-free, neither are they liable to any duties in Canada, except for Braſil tobacco, upon which there is about 20 s. ſterling per hundred weight. The cargo of theſe veſſels is much the ſame with what is ſent to the French iſlands. Tobacco, ſugar, and ſome other Weſt-Indian commodities, make a part of thoſe cargoes, the ſoil and climate of Canada not affording the like; and, for the ſame reaſon, there is a difference in the woollen goods exported thither, coarſe cloths being ſent to Canada, and thin and light

ſtuffs to the French iſland colonies in America. The profits upon theſe goods are ſeldom leſs than 50 per cent. and thoſe that go off beſt are of leaſt uſe, ſuch as ribbands, laces, ſnuff-boxes, watches, rings, necklaces, &c.

It ſeldom happens that theſe ſhips return full laden into France, the colony not producing roomy goods; and, therefore, that their voyages may turn to the better account, they generally run down to Cape Breton, and there take in a large quantity of coal for the French ſugar iſlands.

At Cape Breton, or the Iſle Royal, as the French have chriſtened it.—This produces horſes, horned cattle, hogs, ſheep, goats, and poultry. What is got by hunting, ſhooting, and fiſhing, is able to maintain the inhabitants a good part of the year. This iſland abounds in coal-pits. There is no part of the world where more cod-fiſh are caught, nor where there is ſo good conveniency for drying it. The fiſhery alſo of ſea-pike, porpuſſes, &c. is in great abundance here, and carried on with great eaſe.

The harbour of Louiſbourg, is not above a league from the bay of Gaborie, and is, perhaps, one of the fineſt in America.

The cod-fiſhing here is very abundant; they fiſh there from the beginning of April to the end of December, which employs many hundred ſail of French ſhipping, and is a grand nurſery for their ſeamen.

Of the French Islands in America.

To begin with Granada.—This Iſle has ſeveral good bays and harbours, ſome of which are fortified. It is eſteemed a fruitful ſoil, and well watered; producing ſugar, and ſuch other plants as are found in the reſt of the Caribbee-Iſlands; there are abundance of very ſmall iſlands that lie at

the

the north end of Granada, which are called the Granadillas. Martinico has ſeveral commodious bays and harbours on the coaſt, ſome of them ſo well fortified, that they bid defiance to the Engliſh, when they made a deſcent there with ſeveral thouſand men in the laſt war. The produce of this iſland is the ſame with the Engliſh iſland of Barbadoes, and has been the great inſtrument, in conjunction with Guardaloupe, of enabling the French to rival us in the ſugar trade at foreign markets.

Marigolante, abounds with tobacco.

The iſland is covered with trees, among which is the cinnamon-tree, that is always verdant, and it's other products are the ſame with the reſt of the Caribbees.

Guardaloupe is one of the Caribbee Iſlands. Like Martinico, a large Caribbee, it abounds in ſugar, cotton, indigo, ginger, &c. and is in a very flouriſhing condition, and, according to the conſequence it is of to the French, they have taken care to fortify it with ſeveral regular forts and redoubts. This iſland makes more ſugar now than any of the Britiſh iſlands, except Jamaica.

St Domingo belongs partly to the Spaniards and partly to the French. It is the moſt fruitful, and by much the pleaſanteſt in the Weſt-Indies; having vaſt foreſts of palms, elms, oaks, pines, the juniper, caramite, acajou, &c.—In the meadows, there are innumerable herds of black cattle; horſes enough in the weſtern part, which belongs to the French, to ſupply all their neighbouring colonies. There is ſcarce a country in the world better watered by navigable rivers full of fiſh, as the coaſt alſo is of crocodiles and tortoiſes.

It has many mines of gold, ſilver, and copper, which, though wrought formerly to great profit, the Spaniards at preſent find themſelves too weak

to

to carry them on for their own advantage, and take care to conceal them from the French.—The chief commodities of this iſland are hides, ſugar, indigo, cotton, cocoa, coffee, ginger, tobacco, ſalt, wax, honey, ambergreaſe, and various kinds of drugs and dyer's wood.—The French here are ſaid to out-number the Spaniards, though both together are ſhort of what the extent and fertility of the iſland is capable of maintaining.

Some think their ſugar is the beſt that is made in the Weſt-Indies, and generally it yields 3 or 4s. per hundred more than that of any of their other iſlands. It was computed in 1726, that there were then 200 ſugar works in this iſland; that, one year with another, they made 400 hogſheads of ſugar, each of 500 weight, and that it brought in 200,000 l. ſterling per ann. to the French, and the indigo is reckoned to produce half as much. This French colony is allowed to be the moſt conſiderable and important that they have in theſe parts, and would be much more ſo, could they get a ceſſion of the other part from the Spaniards, which they have extremely at heart, but 'tis hoped will never obtain, they being already poſſeſſed of ſo many noble harbours and forts, as give them too great an opportunity of diſturbing and ruining the commerce of any nations which they happen to be at war with.

They alſo cultivate cacao to great advantage, and draw conſiderable profit from the ginger, caſſia, and piemento, or what we call Jamaica pepper, or all-ſpice, of which they export conſiderable quantities.—They likewiſe manufacture rocou, for the uſe of the dyers, and ſend home variety of medicinal gums, and wet ſweet-meats of divers kinds.—Theſe iſlands produce two ſeveral ſorts of valuable woads, which are uſed for dyeing, inlaying, and cabinet-work; ſuch as roſe-wood,

which,

which, when wrought and poliſhed, has a very beautiful appearance, as well as a fine ſmell.—The Indian wood is alſo of the ſame nature, and the iron-wood, ſo called from it's exceſſive hardneſs, is eſteemed preferable either to cedar or cypreſs; Braſil wood they have in great quantities, and brazilletto, yellow wood, or fuſtic, and green ebony, which is uſed both by the cabinet-makers and dyers. We may add, to theſe commodities, raw hides and tortoiſe-ſhell, and then the reader will have a tolerable comprehenſion of the riches of the French in the Weſt-Indies; which added to their fiſheries at Newfoundland and Cape Breton, their peltry trade in Canada, and all their commerce with the Indian nations in their immenſe territory of Louiſiana, muſt give us an extraordinary idea of the ſtate of their commercial intereſts in America.

Though theſe iſlands produce ſo many rich and eſtimable commodities, yet they ſtand in need of very large ſupplies of various kinds of neceſſaries, without which they cold not ſubſiſt; ſuch as horſes, and cattle of all kinds; corn, roots, dry fiſh, and all ſorts of lumber, of which they receive conſiderable quantities, from Canada, and the reſt from our northern colonies, in exchange for ſugar, tobacco, indigo, and other goods, which are ſent to Canada, and for melaſſes to our colonies, where it is diſtilled into rum.

The inhabitants of theſe iſlands ſtand always in want of negroes, with which they were formerly ſupplied by their own African and Senegal companies, which have been long ago united to the French Eaſt-India company, by whom this ſlave-trade is now carried on with great regularity, and extraordinary advantage.—The negroes are ſent to Martinico, where they are purchaſed by the planters of the other iſlands, at a ſettled price of ſo many

many hogſheads of ſugar a head, as in the Spaniſh ports they are bought for ſo many pieces of eight.

The quantities of ſugar, together with their other productions, that are raiſed in the French ſugar iſlands in America, employ in this trade near 700 ſhips, from the burden of 100 to 300 tons.

The veſſels from Rochelle and Bourdeaux are, generally ſpeaking, laden with ſalt beef and pork, flour, brandy, all ſorts of wine of the growth of that part of France, and alſo Madeira, which they take in that iſland; dried cod, pickled herrings, oil, cheeſe, butter, tallow, iron, linnen, and moſt ſorts of mercery goods. The ſhips from Roan ſeldom carry proviſions, but are freighted with woollen and linnen goods, ſilk, ribbons, ſhoes, ſtockings of all ſorts, hats, tin, copper, and braſs ware, ſmall arms, and ſword-blades, pewter, pins, needles, paper, pens, cards, and an infinite number of other things of the ſame kind. The ſhips from Marſeilles and Toulon are freighted with oil, dried fruit, wines, and ſeveral kinds of light ſtuffs, that are manufactured in Provence. Thus we ſee what prodigious advantages theſe ſettlements bring to France, by encouraging induſtry, employing a large number of ſhips, and, conſequently, raiſing and maintaining great numbers of ſeamen. It is no wonder, therefore, that the French government pay ſo much attention to this important branch of their traffic, and are ſo careful in taking every poſſible method to encourage theſe colonies, and to protect their trade; which, ſuffered conſiderably in the wars of king William and queen Anne, and ſtill more conſiderably at the beginning of the late war. And this ought to convince us, that the commerce of the ſugar-colonies of France is far greater than we ever imagined.

Before we quit this ſubject, it is neceſſary to obſerve, that, on the ſouth ſide of the French part of St Domingo, there lies a little iſland, called Avache, at the diſtance of about 12 leagues from the continent; which is about nine leagues in compaſs, the ſoil very good, and there are two or three tolerable ports, one of which is capable of receiving ſhips of 300 tons. This iſland lies very convenient for carrying on a trade with the Spaniſh colonies on the continent of America; and, ſooner or later, the French will, in that reſpect, make it turn to good account.—It is alſo very commodious for maintaining an intercourſe with the only ſettlement they have on the coaſt of South America, the iſland of Cayenne.

The colony is partly ſubſiſted by proviſions brought from France in merchant ſhips, by way of trade, which commonly are wine, brandy, meal, and powdered or ſalt-meat, for beef is very ſcarce there; beſides that, they are not allowed to kill any, nor calves neither, without leave of the governor, that cattle may multiply in the iſland. -All ſorts of linnen cloathing, ſtuffs, ſilks, ſhoes, and other wearing apparel, are alſo carried thither from France, for the uſe of men, women, and children; and all ſorts of tools and ſmall wares, either for the ſervice of the colony, or for the Amazons and Indian trade, are bartered for ſugar, rocou, indigo, tortoiſe-ſhell, tyger-ſkins, and other conſiderable curioſities of the country, which turn to no inconſiderable profit to the traders there.

The chief trade carried on here is an underhand trade with the Dutch and the Portugueze, and chiefly by the Jews who reſide here; and what quantity of gold and ſilver they have is in their hands.

It was under the reign of Henry IV. of France that this nation firſt attempted to ſhare in the commerce of the Indies, which met with but bad ſucceſs, 'till Monſ. Colbert undertook the buſineſs. This intelligent miniſter conceived the deſign of reviving the French Eaſt-India company, notwithſtanding all the misfortunes that company had met with, and which had diſappointed the ſkill and care of all his predeceſſors. For the Progreſs of this company, ſee the Dictionary.

The firſt ſeat of government of this company in the Indies was at Madagaſcar; but, after the firſt Dutch war, they removed to Surat, and, after that, to Pondicherry.—This place was immediately well fortified, by order of the court; ſo that, in the year 1710, this place was become one of the moſt conſiderable in the Indies.

There cannot be a place better ſeated for trade than this, being in the midſt of the European ſettlements on the coaſt of Coromandel, and having all the bay of Bengal open before them; ſo that here the company's magazines are full of all the commodities and manufactures, not only of the coaſt of Coromandel, but of other parts of the Indies, ſuch as Bengal, Surat, and the coaſt of Malabar, as alſo of ſuch as are imported from Perſia, and the coaſt of the Red Sea.—Here likewiſe are their warehouſes for all ſorts of European commodities, which are conveniently tranſported from thence, as occaſion requires, to all the markets in the Indies.

'Till the year 1737, the affairs of this company had been in a very precarious ſituation for 14 years. But by the management of that able miniſter Monſ. Orry, then at the head of the finances of France, we find the public ſale in the year 1742, produced near a million ſterling: beſides which, they reſerved in their magazines, goods, to the

 value

value of 4,000,000 of livres more; and the firſt ſhips that arrived in 1743, brought home ſtill a richer, and more valuable cargo.—This extraordinary change in the company's affairs alarmed all Europe, but more eſpecially the maritime powers, who ſaw, with unſpeakable concern, a company, that but a few years before was looked upon as annihilated, with reſpect to it's commerce, now riſing into as high credit as any in Europe; which has ſince animated the northern powers to proſecute ſchemes of falling into the Eaſt-India trade likewiſe.—But what was ſtill more extraordinary than all the reſt, upon the firſt breaking out of the laſt war, the company did not ſeem to be affected ſo much as might have been expected, their dividends being regularly paid; which kept up their credit to ſuch a degree, that at Chriſtmas, 1744, their actions were at 2000.

Certain it is, from the hiſtory given at large in my Dictionary, that the French have ſpared no expence, nor left untried any point of policy, to uphold their company of the Indies; and, notwithſtanding what it ſuffered in the late war, we find they are ſtill in a flouriſhing condition. Nor can it be otherwiſe; for this company is eſtabliſhed on ſo broad a bottom, that, if one branch of trade proves temporarily bad, their other branches generally make them compenſation: and as the intereſt of this corporation is ſo intimately interwoven with that of the ſtate, we find, upon all critical emergencies, it ſtands in need of no aids which the ſtate can afford it.

One of the greateſt advantages that the French Eaſt-India company has received, ſeems to be the encouragement which has been given, by means thereof, to the French ſugar-iſlands and colonies in America; for the French Senegal company (which was the African company of that nation)

being united to this India company; and this company having granted them ſuch bounties, exemptions, privileges, and encouragements, as amount to above 40,000 l. ſterling per ann. in order to enable them to carry on their African commerce to the greater advantage of the company, as well as of their ſugar-colonies; 'tis not to be admired, that the French ſhould make ſo rapid a progreſs in the trade of America, as we experienced they had done in the late war.

But what gives the French ſtill a greater weight of intereſt in Africa than the benefit of theſe encouragements, is the company's ſole privilege of this trade, excluſive of all the other ſubjects of France. For, by virtue of theſe powers and immunities, the French have ſupplied their colonies with 10,000 of the choiceſt and moſt robuſt negroes from Anamaboe on the coaſt of Africa, to 1000 that have been carried by all the Britiſh traders to our own plantations. They have alſo incroached on our trade at Whydah, from whence they have many years carried conſiderable numbers of negroes no way inferior to thoſe brought from Anamaboe; nay, they have abſolutely excluded us from the whole trade of the Gum Coaſt, which extends between 4 and 500 miles, from Cape Blanco to the north of the river Gambia.

Before the French got poſſeſſion of the forts in the river Senegal, and on the iſlands of Arguin and Goree on the north coaſt, the Engliſh traded freely and openly to all places on that coaſt, without any moleſtation whatever: ſince the French have been in poſſeſſion of theſe forts, they have aſſumed the right and authority to EXCLUDE the Britiſh nation from theſe ports, and have actually taken and confiſcated ſuch Britiſh ſhips and veſſels as ventured to go thither.—Nay, by the authority of two forts, the one in the river Senegal, and the other

other in the iſland of Goree, they not only claim the excluſive right of trade, as before obſerved, but carry on a conſiderable commerce in the river Gambia, within ſight of the Britiſh fort there and alſo to Anamaboe, within ſight of Cape Coaſt Caſtle, the principal Britiſh fort on the Gold Coaſt. How beneficial this uncontroulable right to the whole African trade, as it were, which the French have many years uſurped, has really proved to the French ſugar-colonies in America, will appear under the article FRENCH AMERICA, where I have deſcended to particulars. And, if they gain their point, with regard to the iſlands of St Lucia, Dominico, St Vincent, and Tabago, the fate of the Britiſh ſugar-colonies muſt be deplorable.

From the plain narrative which we have given of the trade of France (and which we have here crowded into as few ſheets as poſſible) the following obſervations will naturally occur.

That for many years before, as well as ſince the treaty of Utrecht, the ſteady ſyſtem of the French court, under all adminiſtrations, has been the advancement of their commerce and navigation in general.—This is indubitably true, from the ſeries of facts we have laid before the reader, and more eſpecially with regard to the great point of the WOOLLEN MANUFACTORIES of this nation: which, as they have met with ſuch unparalleled encouragement from the ſtate in their firſt eſtabliſhment; ſo their progreſs has been equally admirable, and the great perfection to which they have aroſe in their fabrics, is no leſs extraordinary.

We have ſeen likewiſe, that the kingdom of France in Europe is very happily ſituated for commerce and navigation; and, in order to leſſen the price of carriage of all merchandizes throughout their dominions, they have ſpared no expence to add artificial to their natural navigable rivers.

In

In order alſo to keep down the price of labour among their manufacturers, to the end that their merchandize may be afforded cheaper to foreign countries than thoſe of other nations, they buy up plenty of grain, when cheap, to ſell to the poor, when dear, at the ordinary prices.

From variety of inſtances throughout my labours, it further appears, that they have grudged no expence, nor left unpractiſed any meaſures, to obtain the moſt ingenious workmen and manufacturers from all countries, whence they could allure them, in order effectually to eſtabliſh the credit and reputation of their own manufactories. —They have, in particular, highly encouraged the imitation of the woollen fabrics of every kind in this nation, and have alſo invented no little variety of their own; which they have wiſely adapted to the taſte and climate of other nations, to encourage their exportation.—By the former, and the uſe of the counterfeit arts of practiſing the manner and cuſtoms of the Engliſh manufacturers; by theſe and other artifices before intimated, they at firſt deluded foreign nations into the purchaſe of their fabrics; and, by the quality and cheapneſs of them ſince, have ſupplanted this kingdom at foreign markets far more, I am afraid, than we are yet thoroughly ſenſible of.

'Tis obſervable, throughout the regulations of the commerce of France, that the meaneſt trade, to the higheſt, is under ſome proper and rational rules for it's good government, even from the Bird-Catcher to the ſupreme manufacturer and artiſt: this is evident from manifold inſtances throughout our undertaking: and theſe regulations are ſo calculated, as to put theſe artiſts and manufacturers under the neceſſity of excelling in their reſpective employments; the ſtate well knowing, that their ingenuity is the ſoul of all

their

their commerce and navigation; for that nation, which can beat all others in the quality, as well as the price of their commodities, will carry away the trade from the reſt.

Lewis Morreri, in his Hiſtorical Dictionary, of the impreſſion 1718, ſays in regard to the progreſs of the French trade, that 'Under the government 'of the firſt line of French kings, who reigned 'from the year 418 down to 751, it is not known 'what the ſtate of trade was, becauſe thoſe princes, 'regarding only conqueſts, were more attentive 'to the profeſſion of arms, than to enrich the 'kingdom by traffic and commerce with for-'reigners. Charles the Great, the ſecond prince 'of the ſecond line, deſirous of having commerce 'flouriſh, created an office of king of the mer-'chants, with an inſpection and ſuperintendency 'over all perſons of that denomination, whoſe 'juriſdiction was exerciſed by deputies in every 'province and city of note.

'The great chamberlain, an officer of the 'crown, and who had already the juriſdiction of 'arts and manufactories, was appointed in lieu of 'king of the merchants by Francis I. in 1544. 'This father of arts and letters was the firſt of 'our kings, that projected the introduction of 'trade into France by diſtant voyages into the 'remote parts of the world.

'By the orders he gave to admiral Chabot, 'Cape Breton was diſcovered, as far as Florida 'and Virginia, as alſo the Marannan, and Canada 'in America.

'He reſolved to fit out ſhips for the Eaſt-'Indies, but his wars with the emperor Charles 'V. prevented it.

'In 1545, the employment of grand cham-'berlain of France was vacant by the death of 'Charles duke of Orleans, and his father king

'Francis

'Francis I. annihilated the office, and revived 'that of king of the merchants, which continued 'till Henry the Great put an end to it, in 1587, 'and took upon himſelf the charge of commerce, 'and was very zealous in it, ſetting up a fabric 'of tapeſtry at the Gobelines, in the ſuburbs of 'St Marcel at Paris, and another of gilt leather-'hangings in the ſuburbs of St Honoré and 'Jacques; the mills of Eſtampe to ſplit and cut 'iron; a manufacture of gold and ſilver ſtuffs in 'the royal palace; thoſe of gawſe, &c. in Mante; 'of glaſs at Paris and at Nevers, in imitation of 'thoſe at Venice, and ſeveral other uſeful manu-'factures.

'He formed alſo a council of commerce made 'up of miniſters out of ſeveral tribunals, in which 'was debated and decided every thing relating to 'trade.

'In 1607, he appointed a new officer of maſter-'viſitor and reformer-general, to inſpect all the 'manufactories, which made up the principal 'branches of commerce.

'Lewis XIV, has added, to his conqueſts, 'plenty and riches in the kingdom, making the 'commerce of the French flouriſh in all the four 'quarters of the world. The vigilance of Monſ. 'Colbert contributed very much to this grand 'point.'

Of ſome of the meaſures taken in FRANCE for the promotion of COMMERCE, extracted from the royal edicts of 1664.

'But finding that the abatements [of taxes] 'made at this time would only leſſen the preſent 'miſeries, and give our people the opportunity 'to live with more eaſe, but did not tend to 'bring in wealth from abroad, and that trade

'alone

‘ alone is capable of bringing this to paſs: for
‘ this purpoſe we have, therefore, from the begin-
‘ ning applied to the proper means to ſupport,
‘ encourage, and increaſe the ſame, and to give
‘ all poſſible eaſe to our ſubjects therein: and, in
‘ order thereunto, have cauſed a general inquiſi-
‘ tion to be made into all the tolls which are raiſed
‘ upon all the rivers in our kingdom, which any
‘ way hinder the commerce, or the tranſporting
‘ goods and merchandizes from place to place;
‘ and, having inquired into all the pretences
‘ every-where made for the raiſing and levying
‘ the ſaid tolls, we have ſuppreſſed ſo many of
‘ them, that the navigation of our rivers is there-
‘ by made extraordinary eaſy.

‘ At the ſame time we have eſtabliſhed com-
‘ miſſaries in all our provinces, to examine the
‘ dues of all our communities or corporations;
‘ upon which we have made ſuch regulations as
‘ would reduce the ſame for the preſent, and
‘ afterwards intirely diſcharge them: and, in the
‘ mean time, we have given a general liberty of
‘ trade to all people, which they have been de-
‘ prived of by the violences aforeſaid.—After this,
‘ we have endeavoured to cauſe all our bridges,
‘ cauſeways, moles, banks, piers, and other public
‘ buildings, to be repaired; the bad condition
‘ whereof have been a great hindrance to trade,
‘ and to the carrying of merchandize from place
‘ to place. Alſo we have powerfully eſtabliſhed
‘ the ſafety and liberty of the highways, appoint-
‘ ing ſeveral puniſhments to highwaymen, and
‘ obliging the provoſts of our couſins, the mar-
‘ ſhals of France, to a careful diſcharge of their
‘ office.

‘ And, after having thus done every thing
‘ that was in our power to reſtore trade within
‘ the kingdom, we have applied the greateſt of

‘ our care for the encouraging of navigation and ‘ commerce alſo without, as the only means to ‘ inrich our ſubjects. To this end, having found ‘ by experience that foreigners had made themſelves maſters of all the trade by ſea, nay even ‘ of the coaſting trade from port to port, of our ‘ kingdom; and yet the ſmall number of ſhips ‘ which remained in the poſſeſſion of our ſubjects, ‘ were every day taken juſt at our own doors, as ‘ well in the Levant Seas as in the Weſtern ‘ Ocean; we have eſtabliſhed the impoſition of ‘ 50 ſols per ton on the freight of all foreign ‘ ſhips, at the ſame time diſcharging thoſe of our ‘ ſubjects; encouraging them thereby to build and ‘ fit out ſufficient numbers of ſhips for their ‘ coaſting-trade. At the ſame time we have put ‘ to ſea ſo conſiderable a fleet both of ſhips and ‘ gallies, as ſhould oblige the coaſters of Barbary ‘ to keep their ports and places of retreat. And, ‘ the better to ſuppreſs all manner of piracy, we ‘ have reſolved to attack them in their own coun‘ try; to the end that, having fortified ſome con‘ ſiderable ports, we might be able to keep the ‘ ſame in poſſeſſion.

‘ At the ſame time, we have ſecured the navi‘ gation of our ſubjects againſt all other pirates, ‘ by allowing them convoys of our men of war. ‘ We have fortified and augmented the French ‘ colonies ſettled in Canada, and the iſlands of ‘ America *, by having ſent our ſhips thither, ‘ making them acknowledge our authority, by ‘ ſettling of courts of juſtice among them. Alſo ‘ we have laid the foundation for the ſettlement of ‘ our Eaſt-India and Weſt-India companies, ‘ which are now ſet up in our kingdom, to our ‘ intire ſatisfaction.

* This was the firſt effectual eſtabliſhment of the French colonies in America.

‘ But,

‘ But, although all theſe great things are very
‘ much to our ſatisfaction, yet the ſaid love which
‘ we have for our people, as it is every day ſtir-
‘ ring us up to forget what is paſſed, and to look
‘ forward to what may be further done, to the in-
‘ creaſe of their happineſs, we have reſolved to
‘ erect a COUNCIL OF TRADE, to meet in our
‘ preſence, and to employ to that end one of the
‘ councils of the finances, which, for that pur-
‘ poſe, we ſhall diſſolve: in which council of
‘ trade ſhall be conſidered all the means poſſible
‘ for the increaſe and encouragement of trade,
‘ both within and without our kingdom, and alſo
‘ of manufactures; which having been happily
‘ performed in the firſt day of their meeting, we
‘ have made known to all our companies, as well
‘ ſovereign as inferior, to all governors of pro-
‘ vinces, and their intendants, how tender a re-
‘ gard we have to the proſperity of the ſaid com-
‘ merce, with orders to them to employ all that
‘ authority which we have committed to them,
‘ for the protection of the merchants, and to do
‘ juſtice to them, even with preference to others,
‘ that they may not be injured or cheated, or any
‘ way diſcouraged in their buſineſs. And we
‘ have, by circular letters, invited the merchants
‘ to addreſs themſelves directly to us, upon all
‘ occaſions; and to depute ſome of their body
‘ near our perſon, to preſent to us their memo-
‘ rials and petitions; and, in caſe of difficulty,
‘ we have appointed a perſon to receive all their
‘ petitions, and ſollicit for them at our expence.
‘ And we have ordained there ſhall always be a
‘ houſe appointed for that purpoſe. We have al-
‘ ſo reſolved to employ a million of livres yearly
‘ for the ſettling of manufactures, and the increaſe
‘ of navigation. But, as the moſt effectual means
‘ for the reſtoring of trade, is the leſſening and

'regulating the duties upon goods and merchan-
'dize coming in and going out of the kingdom,
'we have appointed our truſty and well-beloved
'the Sieur Colbert, counſellor in our royal coun-
'cil, and intendant in our finances, &c.'

To encourage the woollen manufactures of Languedoc, and facilitate their vent in the eaſt, his moſt Chriſtian majeſty, by an arret of October 3, 1712, granted the manufacturers and merchants of that province an exemption from the duty upon cocheneal imported, as far as 210 quintals annually, under certain reſtrictions.

Senſible of the bad quality of the ſilk brought to France from the Eaſt-Indies and China, and that the commodities made of it were very defective, and brought under diſreputation ſuch as were made in the kingdom of good French, Spaniſh, or Italian ſilk, the importation of ſilk from China or the Indies, as well as the ſilks from thoſe parts, was prohibited by an arret of March 13, 1714.

His moſt Chriſtian majeſty, deſirous that the province of Languedoc be well ſupplied with wool for their manufactories, by an arret of April 7, 1714, prohibited the buying up the wool in the ſaid province, to ſend abroad, under pain of confiſcation, and a fine of 250 l. ſterling.

His majeſty, in conſideration there was great quantity of grain in Languedoc the laſt harveſt, and a favourable proſpect of fine crops the next ſeaſon, by an arret of Auguſt 1703, permitted them to export grain to foreign countries free of all duty.

By an arret of September 9, 1713, his moſt Chriſtian majeſty granted an exemption from the duties of imports, for 10 years, upon bacalao, and oils that ſhould proceed from the fiſhery of his own ſubjects, in L'Iſle Royal, before called Cape Breton,

Breton, in order to encourage the trade and fiſhery, but under certain reſtrictions.

And, by another arret of December 30, 1713, his moſt Chriſtian majeſty permitted ſuch of his own ſubjects as were engaged in the fiſhery of bacalao, to export, free of duty, the ſtores, arms, ammunition, utenſils, wine and proviſions, that ſhould be ſhipped on board the veſſels employed in the ſaid fiſhery, as alſo the ſalt neceſſary to cure their fiſh.

'Lewis XIV obſerving that the indulgences allowed to the people on pretence of fairs, to facilitate buying and ſelling, or the barter of the fruits and commodities of their own country, were abuſed and converted to the advantage of foreigners, and a great injury to the trade of his own ſubjects, he reformed alſo this diſorder, by ſeveral regulations and wiſe proviſions.

'In every province he appointed commiſſioners, to examine into the debts and charges upon every trading company; the condition, management, and diſpoſal of their revenues, and what charges and expences might be remitted. Thus, by a thorough acquaintance with the ſituation, he formed general and particular rules, to prevent diſorders, eaſe their charge and expence, pay off their debts, and ſettle regular payments for the future, appointing officers of zeal and abilities to do it annually; by which proviſions and relief, the people found themſelves in a condition to improve their commerce.

'He ordered the repair of bridges, cauſeways, pavements, and other public works, that were in ſo wretched a condition as to render travelling difficult, and the carriage of merchandize expenſive.

'He ordered his ports to be repaired, enlarged, and protected in both ſeas, and new ones to be

'made,

'made, and executed his ſchemes with all the ſuc-
'ceſs and perfection the event manifeſts.

'He inſtituted ſeveral academies, under the
'direction of able engineers, to inſtruct youth in
'coſmography, the art of navigation, fortification,
'and the other branches of mathematics which
'have a reference to war, either by ſea or land,
'not omitting the architecture, or buildings of
'ſhips.

'He cauſed to be drawn up very preciſe and
'well-adjuſted ordinances, for the ſervice, diſci-
'pline, polity, pay and fitting out of his fleet,
'the building of his ſhips, the government and
'preſervation of the ports, and for the eſtabliſh-
'ment and direction of the arſenals, docks, and
'magazines.

'He gave alſo ſtated rules for the navigation,
'freights, contracts, polity, fitting out, and other
'concerns of merchant-men, and the form of
'traffic in them, and deciding all their cauſes and
'diſputes in theſe and any other points, by a
'ſhort proceſs.

'He made ſome rivers navigable, and opened
'ſeveral canals, with the deſign of conveying, at
'the leaſt expence, both outwards and inwards,
'the merchandize and fruits of his ſeveral pro-
'vinces, that they might mutually ſupply each
'other, without the heavy charge in tranſporting
'them from place to place by horſes and carria-
'ges; and, laſtly, proved the greatneſs of his
'ſoul, as well as power, in uniting the two ſeas
'by means of long and expenſive canals.

'He invited and encouraged the nobles, either
'ſingle or in partnerſhip, to embark in trade as
'merchants, by ſea and land, declaring that it
'ſhould never be any imputation upon their
'honour.

'He

' He ordered theſe proviſions and maxims, ſuitable to his royal pleaſure, to be communicated to the tribunals, both in the capital and out of it, as alſo to the governors-general of the provinces, to the intendants, and trading companies of theſe principal cities and towns, ſhewing them the particular attention his majeſty gave to this great affair, and ſtrictly enjoining them to exert the authority he had inveſted in them, for the encouragement and protection of all traders and merchants, by adminiſtring juſtice to them in a brief manner, in preference to all others; that they might not be drawn away from their buſineſs by the chicanery and tricks of the law.

' He baniſhed idleneſs, by employing the poor and vagabonds to advantage, and made ſeveral other ordinances and proviſions, that rendered his reign happy and glorious; but theſe I have not thought proper to mention here, as I confine myſelf to ſuch as relate to the point in hand.

' But, what gave life and ſpirit to all theſe proviſions, was the reputation of the government, and the good faith he eſtabliſhed and maintained by a certain and punctual execution of his propoſals and reſolutions, and a ſacred obſervance of all contracts and agreements made with the trading companies, men of buſineſs, and others. And it was alſo a great encouragement, that his majeſty's whole life was a continued and vigilant protection of commerce and navigation, and imitated by the miniſters he had choſen for this important direction, and whom he alſo encouraged not only with repeated favours, but alſo ſupported againſt the ſtruggles of envy and emulation; and, without ſuch a powerful ſupport, all his eſtabliſhments, though ſolid, prudent, and

' intereſting,

'intereſting, as the happy effects manifeſted, 'would have been defeated.'

I ſhall not dwell longer upon repreſenting all the meaſures that this kingdom has uniformly and uninterruptedly taken for above this century paſt, in order to raiſe their trade and navigation to the height it is at preſent arrived: theſe few ſheets will not admit of it. I ſhall only obſerve,

1. That from the extent of the French dominions in Europe, Aſia, Africa, and America, and their having above double the number of people that belong to our Britiſh territories in theſe parts of the world; it is apparent that they cannot want people, to carry their commerce to a pitch equal, if not ſuperior to that of Great Britain.

2. That from the extent of their produce and manufactures, and the cheapneſs of their labour, they have laid ſo ſolid a foundation for the increaſe of their trade, that they cannot fail raiſing the ſame to a degree equal, if not ſuperior to that of Great Britain.

3. That nothing can be better adapted than the ſyſtem of commercial policy, they have adopted for the encouragement of every branch of trade, that will increaſe their wealth, and their mercantile ſhipping, and conſequently their royal maritime power, to an equality with thoſe of Great Britain.

4. That, in conſequence of their commercial ſyſtem, it is certain that they have increaſed their trade and navigation in all parts of the world, ſince the peace of Utrecht, to a much greater degree than Great Britain has done her's.

5. That their own coaſting trade, and river navigation in Europe, which is far greater than that of England, breeds as great a number of people to the water ſervice, as the coaſting, and river navigation of England does; and that their regiſter

for

for ſeamen proves, that they cannot be in want of a number of hands, who have been bred to the water ſervice, and are eaſily made good ſeamen, and who have been in their merchants ſervice, and occaſionally exerciſed in their fiſheries, and their royal navies, of good and able ſeamen to man a fleet, no way inferior to that of Great Britain.

6. That it is well known, the French in general ſail in their merchants ſervice with one third more hands than the Engliſh do; and, conſequently, if their foreign trade was even one third leſs than ours (which I am confident is far from being the caſe, for it is near equal to ours), yet they could not want a number of good and able ſeamen to man a fleet equal to that of England.

7. It appears from an authentic account taken of the ſeafaring people in France, according to a review made of them by the French commiſſaries appointed for that purpoſe, in the month of January 1713, that they amounted then to 92,450 men, viz.

Sea officers.	Captains, maſters - -	5585	
	For working the ſhip -	3225	
	For the ſteerage - -	1577	
	For the gunnery - -	3329	16,610
	For the carpentry - -	1643	
	For the caulking - -	721	
	For the ſails - - -	530	
Sailors.	At 15 livres per month	8253	
	At 13 livres 10 ſols -	7153	
	At 12 livres - - -	7247	41,278
	At 11 livres - - -	5861	
	At 10 livres - - -	12,764	
The unexperienced ſeamen in all the diſtricts - - - - -			11,276

Ship-boys, ditto - - - -	10,920
Invalids, ditto - - - -	12,366
Total of all the ſeafaring people in all the diſtricts of the kingdom - -	92,450

The major officers, ſuch as lieutenants-general of naval armies, commodores, lieutenants, enſigns, &c. of ſhips, are not included in the above account: thus France had at this time more than 100,000 ſeamen, without reckoning the common marines, and the gardes marines, who are gentlemen diſtributed through the ſeveral ſea-ports, to be inſtructed, at the king's expence, in the knowlege of navigation, and whatever belongs to it, and who ſerve as voluntiers. Out of this body ſea-officers are generally choſen.

8. That, as the foreign trade, and coaſting trade, and river navigation of France is allowed on all hands to have very greatly increaſed ſince the treaty of Utrecht, their number of ſeafaring people muſt neceſſarily have increaſed in the like proportion.

9. The navy of France in the year 1681, when the foreign trade of France was not to be compared with it's extent at preſent, conſiſted as follows, viz.

Rate of the ſhips.	No.	Guns.	Major officers	Marine officers.	Sailors.	Soldiers.	The whole crews.
1ſt Rate	12	1080	108	1232	4132	2486	7850
2d Rate	21	1518	189	1719	4470	2661	8850
3d Rate	36	1928	251	2350	6142	3008	11500
4th Rate	26	1088	156	1167	2713	1570	5450
5th Rate	20	608	119	681	1427	682	2790
Totals	115	6222	823	7149	18884	10407	36440
Small frigates	14	400	125	446	937	497	1880
Fire-ſhips	8	74	16	80	160		240
Barca longas	10	43	20	90	190		280
Pinks	22	341	44	190	447		637
	179	7080				10904	39477
Gallies	30					3010	3010
							42987

10. That

10. That if the whole naval power of France is not at preſent abſolutely able to face that of Great Britain; yet if they go on advancing their foreign commerce, to the degree they have done ſince the Peace of Utrecht, without any remarkable obſtruction, they cannot fail ſoon to become equal in maritime ſtrength to Great Britain.

11. Certain it is, that the weight of the metal which the French carry in their royal navies is, in the general, rather ſuperior than inferior to ours: and our own moſt experienced officers will allow that they do not fight their ſhips, in the general, with leſs dexterity and bravery than we do ours, when they are near upon an equality.

12. That the ſea-coaſts and ports of France, in Europe, and their dominions in other parts of the world, are as advantageouſly ſituated for trade and navigation, as thoſe belonging to Great Britain; and that there has been, for ſome years paſt, a ſpirit raiſed in the French nation to increaſe their marine to the utmoſt pitch, is not leſs certain.

13. If it ſhould ſo fall out, that the naval power of Spain ſhould be united to that of France, and both act in concert againſt us, with the full exertion of their whole maritime ſtrength, and Great Britain ſhould have no foreign naval power to join her's, the combat by ſea may at leaſt be precarious, if ſuch united Fleets might not prove an invincible armada.

14. That, therefore, we ought, by all means poſſible, to prevent the Dutch from adhering to a neutrality, and influence them, ſome how, to exert their whole maritime ſtrength, in concert with Great Britain, againſt France, whether Spain joins with that power or not, in caſe of a declared war.

15. That it is moſt humbly conceived to be more in the power of Great Britain to make it for the intereſt of the Dutch to unite their whole

maritime and military ſtrength, which they are able to exert, with thoſe of England, in order to reduce France within due bounds, than it is in the power of France to induce them to acquieſce in a neutrality, or to act any other part, which may prove detrimental to theſe kingdoms.

That the grand ſyſtem of policy in France, has been for a long time to increaſe her commerce, and raiſe her maritime power, even beyond thoſe of England and Holland, appears from the concurring ſentiments of all their ableſt French writers, upon theſe topics.—Volume upon volume might be cited on this occaſion.—I have room to take notice of a few ſcraps of one only, who has lately had the greateſt weight.—I mean Monſieur Deſlandes, who ſays, in his addreſs to his late Excellency the count de Maurepas, ſecretary of ſtate, and of the marine in France, 'I cannot 'help telling you, Sir, that maritime power is 'the pillar, the ſupport of the ſtate; and that when 'it ſhall be numerous, and under a proper regu-'lation, it will be able to give law to all the mari-'time powers in Europe, and the ſtate itſelf will 'be ſecure, and have nothing to fear.'—And, in another place, he ſays, 'All the nations of anti-'quity, that were deſirous of raiſing an univerſal 'reputation, and to diſtinguiſh themſelves above 'others, have cultivated a maritime force; and, 'the more they have cultivated it, the greater 'power and authority they acquired. Amongſt 'the Greeks, Themiſtocles, and Pompey amongſt 'the Romans, ſaid loudly, that whoever would 'command on the Continent, muſt begin by gain-'ing the command on the Sea.' And again he obſerves, in another place,

'That, from the beginning of this monarchy, 'we have always underſtood, in France, the uti-'lity of a maritime power, not only under the

'more

‘ more politic reigns, but even in the midſt of
‘ thoſe revolutions, with which it has been ſome-
‘ times ſhaken, that our greateſt kings have fought
‘ to eſtabliſh it, and that the moſt judicious of
‘ our miniſters have likewiſe bent all their ſtudy,
‘ all their induſtry that way; but divers obſtacles
‘ have, from time to time, riſen and prevented
‘ their councils taking effect. The honour of
‘ eſtabliſhing a maritime power ſeems to have
‘ been due to Cardinal Richlieu, as the perfecting
‘ of it was to Lewis XIV. ſeconded by the great
‘ Colbert, whom ſciences, arts, genius, and ma-
‘ nufactures acknowlege for their creator.’

To keep up the ſpirit of commerce and maritime power, this author further urges, ‘ That,
‘ of all the kingdoms of Europe, France is that
‘ which has the greateſt reſources, and poſſeſſes
‘ more advantages than any other, for rendering
‘ a maritime power flouriſhing; and that it is
‘ likewiſe that kingdom, which, of all the reſt,
‘ ſtands moſt in need of ſuch a force, on account
‘ of the large extent of it’s coaſts, and it’s many
‘ ports and havens.’ ‘ It is one of my old griefs,
‘ ſays the great Cardinal d’Oſſat, and one of the
‘ moſt notorious and ſhameful failings in the firſt
‘ kingdom of Chriſtendom, flanked by two ſeas,
‘ and ſeated, by nature, in the faireſt and moſt
‘ advantageous part of Europe, for executing,
‘ aſſiſting, or thwarting all great enterprizes, ei-
‘ ther by ſea or land; it is, I ſay, one of my old
‘ griefs, to ſee that this kingdom is wanting to
‘ herſelf.’

‘ The laſt of this gentleman’s propoſitions is,
‘ that maritime power, ſupported by the royal
‘ authority, ſhould ſerve to protect commerce, to
‘ extend it, to gain it, every day, freſh acquiſi-
‘ tions, and that commerce ſhould ſerve to intro-
‘ duce abundance, and, by ſpreading riches through

‘ the

‘ the whole kingdom, render it as powerful as it
‘ is poſſible it ſhould be.’

‘ As to the advantages, ſays this author elſe-
‘ where, which regard the marine, and which
‘ France may find in her own proper boſom, they
‘ may be reduced to four; of which, the firſt,
‘ without contradiction, is her ſituation, the moſt
‘ commodious, and the moſt advantageous, that
‘ can be in the world, as well for attacking as de-
‘ fending, for diſturbing the commerce of others,
‘ as for cultivating her own, ſending to all places,
‘ and receiving trading veſſels from all parts of
‘ the earth. Hence it was ſaid to the late Czar,
‘ Peter I. whoſe head was always full of vaſt
‘ projects, and to the king of Sweden, Charles
‘ XII. that, if any kingdom could aſpire to be
‘ the miſtreſs of all her neighbours, it muſt be
‘ France. In effect, ſhe is placed in the middle
‘ of Europe, nothing can impede, nothing can
‘ prove an obſtacle to her. She commands, on
‘ one ſide, over the ocean, and it ſeems, by the
‘ vaſt extent of her coaſts, by their turnings and
‘ windings, that the ſeas of Spain, Germany, and
‘ Flanders, ſtruggle to pay her homage *; on the
‘ other, ſhe is bounded by the Mediterranean,
‘ looking full upon Barbary, having, on her right
‘ hand, Spain; at her left, Nice, Genoa, the do-
‘ minions of the Grand Duke, and all the reſt of
‘ Italy. What a ſituation is this, if we knew
‘ but how to make uſe of it, and of opening
‘ our eyes to our intereſt, we no longer languiſh
‘ in ſoft effeminate idleneſs?

‘ The Engliſh and the Dutch are forced to ſtrike
‘ out far, for whatever is neceſſary to them, and
‘ are conſtrained to put out to ſea, in order to re-
‘ connoitre and attack their enemies; whereas

* Hear Britons! are not theſe alarming ſentiments?

‘ France

‘ France is able to attack them, as it were, hand ‘ in hand, to combat with advantage, and to retire ‘ with eaſe, which are advantages of no ſmall ‘ conſequence at ſea, where dangers are ſo fre- ‘ quent and ſo ſudden. But what is ſtill more, ‘ foreign veſſels, that return from long voyages, ‘ worn and beaten by the winds, and by the tem- ‘ peſts, foul in themſelves, and weakly manned, ‘ paſs, as it were, under our eyes, before, in the ‘ view, and at the mercy of France, as Cardinal ‘ d'Oſſat obſerves, and, in ſpite of themſelves, ‘ muſt approach our coaſts. One may eaſily ‘ judge what a facility this gives, of carrying ‘ them off, or, at leaſt, diſturbing their navigation, ‘ which muſt turn, ſays the ſame cardinal, to the ‘ profit and commodity, to the ſafety, grandeur, ‘ and reputation of the crown.

‘ A wiſe prince, continues he, and one who has ‘ regard to his intereſt, ought to watch attentively ‘ over every thing that may contribute to the ſer- ‘ vice, or prejudice of his crown. He ought, ‘ with the ſame vigilance, to weigh daily the ‘ preſent ſituation of his own kingdom, and of ‘ the other kingdoms that ſurround him. While ‘ the ballance continues even, an eaſy and pleaſant ‘ union will certainly reign; but, as ſoon as this ‘ fails, quarrels, animoſities, and diſſentions will ‘ ariſe, and will increaſe. France is too clear- ‘ ſighted ever to be ignorant of the extent of her ‘ power, and nothing can enrage her more ſen- ‘ ſibly, than to ſuſpect her being ignorant of it.

‘ The ſecond advantage, in which we ought to ‘ think ourſelves happy, is the ſecurity of our ‘ coaſts, which, in a manner, defend themſelves, ‘ and which have hitherto defeated all the deſcents ‘ that ever were attempted on them. Witneſs ‘ thoſe that admiral Tromp would have made in ‘ 1674, not only at the mouths of the Loire, and

‘ of

'of the Groyne, but along the coaſts of Bretagne, 'Poitou, Saintongue, and Guienne. He found 'that all was ſo well guarded, and that every-'where ſo good orders were given, that he durſt 'attempt nothing conſiderable. Witneſs, again, 'the deſcent attempted by lord Berkeley, in '1694, at Camaret, in which the Engliſh loſt 'upwards of 1200 men, with General Talmaſh, 'who commanded the troops that were debarked. 'The French, however, oppoſed him, with no 'more than two independent companies of ma-'rines, and the militia appointed for the defence 'of the coaſt. Piqued at this unfortunate expe-'dition, lord Berkeley attempted ſeveral other de-'ſcents on Normandy and Flanders, none of 'which, however, were attended with any better 'ſucceſs.'—So much for the ſelf-ſecurity of the French. Theſe writers ſeem to think, that they have nought to do with the defenſive; their policy is only to act offenſively, and to bring other nations under their ſubjection! Theſe are the ſentiments of thoſe able French writers, within theſe few years; the one even ſince the late war, the other a few years only before it.

A man of genius, and one well acquainted with the intrigues of Lewis XIII, aſſures us, that the cardinal miniſter received, with the beſt grace in the world, whatever propoſitions were made him on the ſubject of commerce; that he excited the principal merchants in the kingdom to travel into foreign countries, in order to examine, there, the moſt curious manufactures, and to penetrate the ſecrets of particular traders; that, beſides this, he brought, at his own expence, ſeveral rich traders into France, ſuch as Nicholas Witte, of Alcmaer in Holland; Francis Billoty, of Bruſſels; John de Meurier, lord of St Remi de Redon, in Bretagne; with whom he was wont to retire, and

to ſpend ſeveral hours together in a free converſation.—There he weighed all the forces of the kingdom, entered into the moſt perplexed calculations, and the moſt laborious enquiries; the principal deſign of which was, to bring over foreign manufacturers, and naturalize them in France.—Theſe are the meaſures, by which France has aroſe to that greatneſs of commerce and maritime power, we now ſee, with aſtoniſhment, it poſſeſſes.

The Engliſh and Dutch are moſt frequently called the maritime powers; but I think it a jeſt, now, to appropriate the name of maritime power to theſe ſtates, excluſive of France, when we conſider what a figure that nation made at ſea before the battle of La Hogue, in 1692, and what a figure they muſt, in very few years, be able to make, from the increaſe of their trade ſince the peace of Utrecht. To re-capitulate the whole in few words.

The particular branches of trade wherein France has rivalled us ſince that period, are (1.) In the fiſheries. They are now become ſo much our competitors in this trade, and are increaſed therein to ſuch a prodigious degree, that they do not employ herein, yearly, ſo few as 600 ſail of ſhipping from St Malo, Granville, Rochelle, St Martins, Iſle of Rhea, Bayonne, St Jean de Luze, Sibour, &c. to carry on their fiſheries on the banks of Newfoundland, and on the coaſt of that iſland, and at Cape Breton, in their wet and dry fiſh: nor do they now only ſupply themſelves with the fiſh they formerly had from us, but furniſh many parts of Spain and Italy therewith, to our very great loſs, and their gain.—They are ſo ſenſible of the prodigious advantage of this fiſhery, and ſo very intent upon purſuing it, that, from their firſt attempts to make themſelves conſiderable at ſea, they have had it perpetually in view.—In the

herring-fiſhery alſo, they have greatly rivalled us. —When the French king was, in queen Anne's wars, moved to admit the Dutch and Engliſh fiſhing veſſels into Dieppe, Dunkirk, St Vallory, and other ports with their herrings, the king anſwered, no! by no means; if my people will have herrings, why do they not catch them, as the Engliſh and Dutch do? Upon which the merchants of thoſe parts immediately fitted out veſſels, and took herrings ſufficient for all the country. From this time the French have had many hundreds of their buſſes upon our own coaſt, fiſhing for herrings in the ſeaſon.—They have likewiſe increaſed in their whale-fiſhery conſiderably. The French fiſhermen of St John de Luze, Bayonne, and other ports in that part of the bay of Biſcay, are become the moſt expert harpooners in the world, without excepting the Dutch and the Hamburghers.—Since this increaſe in their fiſheries, the French have grown more formidable at ſea; their royal navy having neceſſarily augmented in power, in proportion to the number of ſhips employed in their fiſheries.

(2.) In the year 1701, the French, according to the account laid before the royal council, by their deputies of commerce, had not above 100 ſail of ſhipping employed in the trade of their ſugar iſlands: but they have at preſent employed therein more than 700 ſail.

(3.) Before the French ſugar colonies flouriſhed, as they have done ſince the peace of Utrecht, England ſupplied France with a conſiderable part of the ſugars for their home conſumption.—From 1713, the French have not only ſupplied themſelves with ſugars, but have greatly ſupplanted the Engliſh, in the ſale thereof, at moſt foreign markets.

The trade of the French ſugar colonies is, in all it's conſequences, grown very extenſive, ſince the peace

peace of Utrecht, in the following particulars. (1.) The trade carried on from Old France to Africa, by means of the French Eaſt-India company. (2.) From Africa to the Weſt-Indies, to ſupply their ſugar iſles with negroes. (3.) From the Weſt-Indies to Old France, to ſupply their home conſumption for ſugars. (4.) From the French ſugar-iſlands, to and from their colonies on the continent of America. (5.) From the French ſugar-iſlands, to and from divers parts of Europe, which they, in a great meaſure, ſupply with ſugars. From theſe various dependent branches of trade, the French have increaſed their mercantile ſhipping, and their ſeamen, beyond imagination: and the produce and trade of their ſugar iſlands, daily increaſing in other productions beſides ſugars; ſuch as indico, cocoa, cotton, and other eſtimable productions, muſt daily ſtrengthen the maritime power of this kingdom.

(4.) The African trade of France has greatly contributed to promote their Weſt-India trade; and this branch they have extraordinarily increaſed likewiſe. Before the French were poſſeſſed of their forts in the river Senegal, and thoſe on the iſland of Arguin and Gorée, the Engliſh traded uninterruptedly to all places on the ſaid coaſt: ſince the French have poſſeſſed the before-mentioned forts, they have not only, in times of profound tranquillity, taken upon them to exclude the Britiſh nation from thoſe parts, and taken and confiſcated ſuch Britiſh ſhips as have ventured thither, but they have come without moleſtation, to traffic within the Britiſh rights and privileges, and have daringly traded under the noſe of the Britiſh forts and caſtles in Africa.

That part of the coaſt from whence the French have abſolutely excluded the Britiſh nation from

trading, is called the Gum Coaſt, which extends from Cape Blanco to the river Gambia, which is above 500 miles.—So beneficial is the gum trade of this coaſt, that I could give a recent inſtance of above 8000l. ſterling being made of a cargo not amounting to ſo much as 1000l.—The gum which the French have thus monopolized on this coaſt, is a moſt uſeful material in divers of the capital manufactures of France; ſuch as their ſilk and hat fabrics, and others that require a gloſſy beauty and luſtre to recommend them to foreign nations.

Other places on the African coaſt, from whence the French have, 'till very lately, encroached on the Britiſh rights of trade, are at Anamaboe, ſituate on the Gold Coaſt, within ſight of Cape Coaſt Caſtle. From hence they have carried prodigious numbers of the choiceſt negroes to improve their ſugar-colonies.—They have alſo encroached on our rights of trade at Whydah, to their great emolument and our loſs.

In the river Sierraleon, the French have lately pretended to a right of trade, where they have no fort, and we have Bence Iſland. To ſuch a degree have they carried their encroachments here, that they have fired upon our Britiſh ſhips that have the ſole right of trade here, and have endeavoured to exclude this nation as much from the commerce of this river, as they have done from that of the Gum Coaſt.

The French have lately attempted to ſettle themſelves in the river Sherbro', on the coaſt of Africa, where they have no right, and the Engliſh have, even ſince the days of queen Elizabeth. The motive to ſettle themſelves in this river is, by reaſon that ſlaves, gold, ivory, bees-wax, and divers excellent woods for dyeing, are here to be had cheaply and plentifully. Here is alſo a good

river,

river, a ſecure harbour for ſhipping, and plenty of good proviſions. To ſecure this river effectually, the French have lately attempted to ſettle at the Bannanas Iſlands, near the mouth of the river, which being a wholſome ſituation, is well judged to anſwer their purpoſe.

Nor do the projected encroachments of the French, in this part of the world, end here. They have lately attempted even to ſettle themſelves at the Cape Verd Iſlands, though belonging to the Portugueze: and the Portugueze, juſt before the unhappy cataſtrophe at Liſbon, ſent a ſhip of force to diſlodge them, but I do not know they have. An attempt of this kind now, is hardly to give umbrage to the Portugueze; it is done with a view to have it more in their power to annoy the Engliſh, their men of war and India-ſhips conſtantly touching at theſe iſlands for water, &c.

By virtue of James Fort, in the river Gambia, the Engliſh have long poſſeſſed the ſole and uninterrupted right to the trade thereof: within theſe few years the French have ſo intruded on our rights of trade here, that by means of their fort Albreda, erected towards the north ſide of the river, they ſhare a great part of the trade of this river with us. And, as a branch of the Senegal river comes into the Gambia, the French, by means of this communication, and their fort Joſeph, have cut off all the Engliſh trade from up the river Gambia, and thereby rendered the Engliſh ſettlement of James Fort proportionably uſeleſs.

From what has been obſerved, we ſee it is not only in America that the French have many years been making unjuſtifiable attempts to raiſe their trade and navigation, in that part of the world, upon the ruins of ours, but in Africa likewiſe:

on

[illegible]ation of which branch of commerce [illegible] prosperity, and very being of our [illegible], and our whole West-India trade entirely depends; which is not of less consequence to Great-Britain, than the trade and navigation of North America. Can we doubt, therefore, for a moment, but those encroachments upon our African rights and privileges of trade, are calculated, so to increase their American trade, and destroy ours, that their mercantile shipping may one day gain the ascendant over that of Great-Britain? And when this comes to be the case, can we suppose that their whole royal maritime strength, will not be equal to ours? We well know the attempts they have made to ruin our trade in Asia, as well as in Europe; and if they gain a superiority in trade, what can prevent the like in maritime power?

The limits to which I am restrained, in these few sheets, will not admit me to exhaust this important subject, though I have used all brevity. I must, therefore, refer the reader to my Dictionary of Commerce for the rest: and although that work contains much matter, in relation to the great foundation which the French have laid for the universal increase of their trade and navigation; yet it is far short of what might be represented upon this topic.—Judging, however, what little has been here said, may be of some public use, even whether there should be peace or war, it is humbly submitted.

FINIS.